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DEPARTMENT OF AGRICULTURE.

SPECIAL REPORT—No. 56.

REPORT

UPON THE

NUMBERS AND VALUES OF FARM ANIMALS,

OF

PRODUCT AND QUALITY OF COTTON,

AND

COMPARATIVE VALUES

OF

AMERICAN AND EUROPEAN FARM IMPLEMENTS.

ALSO,

RATES OF TRANSPORTATION IN EUROPE AND THE UNITED STATES.

FEBRUARY, 1883.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1883.

9469

FEBRUARY REPORT.

DIVISION OF STATISTICS,
DEPARTMENT OF AGRICULTURE,
February 19, 1883.

SIR: The return of numbers and values of farm animals, made in January, involving much care in revision and labor in computation of values of the several classes and ages of farm animals, is ready for publication, and is herewith presented. The final report upon the cotton crop of 1882 (the picking of which is even now scarcely over in all parts of the cotton belt), the comparative quality of the fiber, the forwardness of the commercial movement, are summarized in this presentation. There is also a comparison, from original investigation, of the prices of American and European farm implements, and the rates of transportation of principal farm products in Europe and in the United States. All of which is respectfully presented for publication.

J. R. DODGE,
Statistician.

HON. GEO. B. LORING,
Commissioner.

NUMBERS AND VALUES OF FARM ANIMALS.

The increase in number of population, and advance in price of meat, have had a stimulating effect upon the stock-growing industry. The mild weather of the winter of 1881–'82 was also very favorable to increase of numbers on the Western ranges and in the Southwest, by avoidance of losses which in some winters largely counterbalance the natural increase. Numbers of cattle remain nearly stationary east of the Mississippi. There has been in operation a strong tendency in the Northwest to reduce the area in wheat and extend the breadth of corn and pasturage. It is a healthful tendency, sustained by the fact of superior profit in production of beef and milk, and encouraged by the uncertainty of wheat growing and reduction of rate of yield under the régime of continuous wheat culture. There has been a great advance in Dakota, Wyoming, Montana, and New Mexico.

A portion of the increase over the estimates of last year comes from a more complete enumeration of ranch stock. The number and value reported are as follows:

	Number.	Value.
Horses	10, 838, 111	$765, 041, 308
Mules	1, 871, 079	148, 732, 390
Milch cows	13, 125, 685	396, 557, 405
Other cattle	28, 046, 077	611, 549, 809
Sheep	49, 237, 291	124, 365, 835
Swine	43, 270, 086	291, 951, 221

This makes an aggregate value of $2,338,197,968. The average real value of horses is $70.59; mules, $79.49; milch cows, $30.21; other cattle, $21.80; sheep, $2.53; swine, $6.75.

The average value of horses shows an increase over the valuation of last year of $12.07; of mules, $8.14. The increase in value of milch cows is $4.32; of other cattle, $1.91. The advance in value of sheep is 15 cents per head; in swine, $1.20. The high price of butter and the stocking of new dairy districts have stimulated strongly the price of milch cows.

The numbers, given as a percentage of the estimated number of last year, are given in the accompanying table, with the prices of each kind of stock classified by age.

Table showing the estimated numbers of farm stock expressed as a percentage of the numbers of the previous year; also, average of actual prices in January, 1883.

States and Territories.	Horses.					Mules.					Milch cows.	
	Total number of horses compared with that of January, 1882.	Average price per head under 1 year old.	Average price per head between 1 and 2 years old.	Average price per head between 2 and 3 years old.	Average price per head over 3 years old.	Total number of mules compared with that of January, 1882.	Average price per head under 1 year old.	Average price per head between 1 and 2 years old.	Average price per head between 2 and 3 years old.	Average price per head over 3 years old.	Total number of milch cows compared with that of January, 1882.	Average price per head.
	Pr. ct.					*Pr. ct.*					*Pr. ct.*	
Maine	101	$27 42	$42 69	$63 88	$89 19	100	$17 50	$30 00	$42 50	$68 33	100. 3	$32 08
New Hampshire	102	28 88	45 11	66 11	90 00	100	30 00	50 00	70 00	100 00	101	32 00
Vermont	100. 2	26 58	41 25	64 00	95 08	103	28 00	47 00	66 00	95 00	102	30 33
Massachusetts	100. 5	38 93	65 00	87 86	121 43	101	35 00	60 00	80 00	110 00	101	39 29
Rhode Island	100. 5	34 60	56 67	81 00	125 00	100	32 00	58 00	76 00	105 00	102	36 00
Connecticut	101	31 25	54 50	75 00	91 67	100	30 00	48 00	65 00	105 00	102	34 71
New York	101	35 00	57 34	83 66	113 30	100	35 38	50 38	72 62	121 21	101	37 93
New Jersey	101	38 80	62 15	88 97	114 27	100	35 75	57 50	101 87	131 92	102	39 63
Pennsylvania	102	38 17	61 68	87 28	113 91	101	41 76	68 61	77 30	122 57	101	35 89
Delaware	100	36 00	57 50	82 50	110 00	100. 3	38 00	62 00	90 00	130 00	99	32 50
Maryland	101	35 17	55 36	79 64	103 93	101	37 14	57 86	91 50	129 17	101	30 07
Virginia	100. 2	28 80	46 95	68 34	88 42	100. 2	33 96	55 53	82 86	101 97	100. 3	22 11
North Carolina	101	27 54	43 65	65 37	85 54	100	32 07	50 95	78 45	97 18	103	17 18
South Carolina	102	30 92	50 17	71 85	100 28	102	37 50	57 75	86 36	113 61	101	18 89
Georgia	101	29 23	47 14	68 81	96 54	100	35 23	56 25	81 58	110 79	101	17 18
Florida	103	25 83	43 33	67 08	102 08	103	24 37	38 12	75 91	112 73	101	14 12
Alabama	101	24 00	37 79	57 92	85 00	103	30 00	47 00	71 00	92 00	101	15 46
Mississippi	101	24 50	36 97	52 35	86 86	103	28 96	43 41	64 84	91 18	103	16 60
Louisiana	100. 5	16 07	23 93	35 20	67 16	100	23 33	35 22	57 80	87 25	102	19 97
Texas	105	13 00	19 00	28 50	42 27	103	23 27	33 70	48 58	66 53	110	22 64
Arkansas	104	21 90	31 71	44 38	72 90	105	27 56	39 45	57 44	84 40	103	21 51
Tennessee	101	30 29	45 24	64 27	85 05	102	42 02	60 02	84 01	103 21	102	22 50
West Virginia	100. 3	28 34	43 29	62 29	84 43	103	33 54	51 96	76 43	96 73	100. 5	28 91
Kentucky	100. 3	31 74	46 88	64 30	96 24	102	41 45	58 92	82 36	106 32	103	30 25
Ohio	100. 4	35 51	57 55	81 22	108 52	110	38 24	57 32	80 47	108 68	103	35 00
Michigan	103	34 72	55 55	81 25	110 40	104	34 44	56 67	81 11	111 11	103	34 87
Indiana	101	32 03	50 65	71 24	103 62	100. 5	37 40	57 08	79 90	104 56	102	31 55
Illinois	100. 5	32 10	49 15	72 73	107 23	101	38 38	56 17	80 63	105 16	101	33 01
Wisconsin	104	32 84	54 66	79 86	108 24	103	35 94	57 36	86 00	121 38	106	33 20

Minnesota	107	34 48	50 80	75 36	107 18	104	39 58	60 87	88 64	122 61	109	30 88
Iowa	105	30 98	47 61	68 74	95 70	104	37 21	57 57	83 70	110 92	112	30 85
Missouri	102	26 56	38 39	53 24	72 67	101	34 50	51 02	72 28	95 24	102	25 22
Kansas	106	24 56	37 36	54 93	75 29	103	31 92	48 25	70 13	98 16	109	30 80
Nebraska	108	27 94	40 42	57 24	102 12	109	33 93	50 22	75 10	106 56	122	32 18
California	100.5	19 33	31 11	47 25	71 19	104	32 11	47 71	68 67	95 47	100	36 17
Oregon	107	30 00	49 00	63 00	80 00	101	26 67	41 67	65 00	91 67	106	31 43
Nevada	106	14 33	20 75	26 25	52 00	103	26 67	40 00	56 67	97 50	107	36 00
Colorado	106	20 05	39 89	58 75	76 71	108	27 50	43 37	63 52	96 68	117	39 08
Arizona	107	15 00	22 00	27 50	46 50	112	12 00	18 00	37 50	66 00	108	23 50
Dakota	120	31 33	50 00	73 33	102 31	110	32 88	48 57	75 71	115 00	135	30 84
Idaho	102	25 00	25 00	35 00	50 00	100	....	....	....	75 00	110	36 00
Montana	105	25 00	39 25	55 75	75 50	101	41 67	60 00	81 67	156 67	104	37 00
New Mexico	104	16 00	25 33	39 17	55 83	109	22 50	35 00	40 00	62 50	117	29 33
Utah	105	19 37	34 50	54 83	74 58	102	22 00	39 00	66 00	93 33	105	28 17
Washington	107	27 50	42 50	59 50	98 64	112	32 50	46 25	65 00	108 33	104	31 36
Wyoming	110	15 00	20 00	30 00	40 00	100	....	....	....	75 00	105	25 00
Indian	125	10 00	15 00	20 00	50 00	110	25 00	50 00	75 00	125 00	85	25 00

Table showing the estimated numbers of farm stock expressed as a percentage of the numbers of previous years; also, average of actual prices in January, 1882.

States and Territories.	Oxen and other cattle.					Sheep.				Hogs.		
	Total number of oxen and other cattle compared with that of January, 1882.	Average price per head under 1 year old.	Average price per head between 1 and 2 years old.	Average price per head between 2 and 3 years old.	Average price per head over 3 years old.	Total number of sheep compared with that of January, 1882.	Average price per head under 1 year old.	Average price per head over 1 year old.	How many head of sheep were killed by dogs in your county in 1882?	Total number of hogs compared with that of January, 1882.	Average price per head under 1 year old.	Average price per head over 1 year old.
	Per ct.					*Per ct.*			*No.*	*Per ct.*		
Maine	99	$9 69	$16 50	$25 97	$47 85	100	$2 62	$3 38	1, 432	99	$9 25	$22 33
New Hampshire	100	8 88	16 22	29 00	50 11	99	2 66	3 44	701	101	11 05	23 37
Vermont	100	8 33	15 25	26 71	49 68	101	3 40	5 02	414	99	8 75	20 00
Massachusetts	101	10 50	19 50	30 67	50 79	101	3 29	4 07	400	102	11 75	22 40
Rhode Island	99	12 33	20 33	34 33	44 00	101	3 00	4 33	52	101	11 33	21 67
Connecticut	99	10 17	17 17	27 08	45 00	99	3 12	4 07	770	101	8 54	17 75
New York	99	11 15	20 06	32 06	44 04	100	3 31	4 33	3, 943	101	8 35	17 35
New Jersey	100	12 00	19 98	30 35	45 85	99	3 85	4 65	655	100	9 75	18 31
Pennsylvania	99	10 34	19 26	30 05	43 84	101	3 10	3 89	5, 386	94	6 87	15 04
Delaware	100	10 00	16 00	25 00	35 00	100	3 00	3 50	175	100	6 00	15 00
Maryland	99	10 50	16 14	26 29	36 64	100. 5	3 10	3 93	950	98	5 46	12 54
Virginia	98	9 11	12 62	21 83	27 93	100	2 27	2 90	3, 824	87	3 93	8 70
North Carolina	95	4 05	7 12	10 87	14 96	99	1 04	1 55	11, 394	95	2 88	6 33
South Carolina	94	4 60	6 84	10 19	14 11	100	1 29	1 86	912	99	2 95	6 25
Georgia	99	4 23	6 82	10 30	14 45	99	1 30	1 71	9, 890	99	2 84	6 18
Florida	107	4 20	6 87	8 46	10 75	114	1 03	2 00	627	122	1 48	3 58
Alabama	100	3 99	6 38	9 14	13 85	99	1 22	1 66	6, 110	103	3 31	6 26
Mississippi	97	4 01	6 09	9 31	14 23	101	1 27	1 76	3, 353	92	2 87	6 36
Louisiana	90	4 95	6 81	10 47	15 79	95	1 24	1 90	5, 815	90	2 60	6 86
Texas	104	7 43	11 27	15 03	20 54	125	1 70	2 85	3, 065	103	2 69	5 92
Arkansas	92	4 86	8 65	12 54	18 38	96	1 24	1 74	5, 196	85	2 46	6 00
Tennessee	99	6 44	11 22	17 10	24 32	100	1 46	2 00	6, 318	97	4 14	9 23
West Virginia	100	11 23	19 06	29 13	39 29	100. 5	2 06	2 99	2, 189	88	4 56	9 79
Kentucky	99	10 25	17 52	27 37	39 28	101	2 22	3 03	6, 731	99	4 29	9 86
Ohio	99	11 80	21 10	33 68	46 89	102	2 33	3 42	14, 709	96	6 30	13 68
Michigan	101	10 37	19 09	31 13	46 24	105	2 36	3 61	3, 942	102	6 23	14 78
Indiana	100	10 21	17 91	27 77	39 04	101	2 21	3 14	13, 706	95	5 75	12 51
Illinois	99	10 73	18 21	27 89	39 20	112	2 10	3 20	5, 300	96	5 51	12 46
Wisconsin	105	9 25	16 60	25 48	38 46	101	1 99	2 86	4, 168	104	8 44	12 83

Minnesota	106	8 21	14 49	26 78	40 78	101	2 13	3 10	1, 364	109	5 31	12 44
Iowa	108	10 07	17 34	26 96	37 65	103	2 14	3 15	2, 698	92	6 12	12 89
Missouri	101	9 04	15 12	22 73	31 57	102	1 53	2 28	10, 788	95	3 90	9 44
Kansas	110	11 36	18 34	26 84	36 45	115	1 74	2 62	2, 174	111	6 73	13 57
Nebraska	121	11 82	18 68	28 03	37 10	130	2 01	2 96	389	116	6 40	11 60
California	96	11 87	19 16	28 65	41 20	93	1 52	2 21	2, 550	95	5 48	10 07
Oregon	101	8 21	15 17	22 67	32 14	103	1 80	2 33	550	105	2 78	7 28
Nevada	102	9 25	14 00	19 25	26 40	125	1 42	2 36	....	120	8 00	16 50
Colorado	113	14 10	21 00	28 40	34 50	103	1 56	2 44	....	110	9 33	18 33
Arizona	118	6 50	10 00	21 50	28 00	111	2 00	3 00	....	120	7 00	20 00
Dakota	143	10 59	17 19	28 62	39 50	142	2 00	3 36	75	137	6 93	13 19
Idaho	95	7 50	15 00	25 00	35 00	100	1 50	3 00	....	100	5 00	15 00
Montana	108	13 50	20 00	27 00	38 00	115	2 37	3 37	....	105	9 75	19 25
New Mexico	120	9 33	15 00	22 83	27 83	110	1 02	1 73	....	110	7 00	24 00
Utah	102	10 51	16 42	25 58	37 00	104	1 79	2 56	235	107	11 05	21 95
Washington	102	9 72	15 63	24 27	37 55	103	1 75	2 82	170	103	3 50	8 82
Wyoming	125	12 00	16 00	25 00	40 00	135	2 00	3 50	....	105	8 00	25 00
Indian Ter	100	8 00	14 00	20 00	25 00	....	....	....	....	80	1 50	5 00

Table showing the estimated total number and total value of each kind of live stock, and the average prices in January, 1883.

22

States and Territories.	Horses.			Mules.			Milch cows.		
	Number.	Average price.	Value.	Number.	Average price.	Value.	Number.	Average price.	Value.
Maine	89, 613	$72 26	$6, 475, 435	301	$85 65	$25, 781	152, 054	$32 08	$4, 877, 892
New Hampshire 28	47, 947	71 45	3, 425, 813	88	80 00	7, 040	92, 385	32 00	2, 956, 320
17 Vermont	76, 119	72 29	5, 502, 643	295	90 77	26, 777	225, 801	30 33	6, 848, 544
Massachusetts 19	60, 225	102 14	6, 151, 381	247	112 00	27, 664	152, 699	39 29	5, 999, 544
Rhode Island 37	9, 758	100 95	985, 070	46	111 00	5, 106	21, 882	36 00	787, 752
Connecticut	46, 297	83 57	3, 869, 040	544	110 00	59, 840	121, 006	34 71	4, 200, 118
1 New York	622, 627	91 98	57, 269, 231	5, 082	106 73	542, 402	1, 481, 278	37 93	56, 184, 875
New Jersey 18	88, 687	99 48	8, 822, 583	9, 286	117 65	1, 092, 498	159, 773	39 63	6, 331, 804
2 Pennsylvania	546, 980	90 47	49, 485, 281	23, 213	106 07	2, 462, 203	867, 011	35 89	31, 117, 025
Delaware 36	21, 999	85 32	1, 876, 955	4, 001	100 32	401, 380	27, 566	32 50	895, 895
Maryland	119, 212	80 37	9, 581, 068	12, 712	103 14	1, 311, 116	123, 515	30 07	3, 714, 096
Virginia	221, 468	71 25	15, 779, 595	34, 002	98 40	3, 345, 797	245, 353	22 11	5, 424, 755
North Carolina 26	135, 698	72 30	9, 810, 965	82, 281	91 66	7, 541, 876	236, 706	17 18	4, 066, 609
South Carolina 30	61, 564	78 56	4, 836, 468	69, 028	95 61	6, 599, 767	140, 574	18 89	2, 655, 443
21 Georgia	99, 704	76 17	7, 594, 454	133, 003	97 35	12, 947, 842	321, 406	17 18	5, 521, 755
Florida 38	24, 956	75 20	1, 876, 691	10, 586	98 31	1, 040, 710	43, 447	14 12	613, 472
Alabama 25	116, 240	69 92	8, 127, 501	125, 961	80 26	10, 109, 630	276, 899	15 46	4, 280, 859
Mississippi 23	114, 566	72 61	8, 318, 637	135, 008	80 85	10, 915, 397	277, 605	16 60	4, 608, 243
Louisiana 29	105, 475	65 58	6, 917, 050	74, 343	77 47	5, 759, 352	147, 889	19 97	2, 953, 343
10 Texas	880, 260	37 68	33, 168, 197	143, 386	52 50	7, 527, 765	660, 715	22 64	14, 958, 588
Arkansas 20	156, 752	56 96	8, 928, 594	96, 008	67 99	6, 527, 584	257, 752	21 51	5, 544, 246
Tennessee 16	269, 318	65 17	17, 551, 454	176, 427	76 01	13, 410, 216	306, 810	22 50	6, 903, 225
West Virginia 24	125, 257	65 27	8, 175, 524	6, 349	75 40	478, 715	158, 214	28 91	4, 573, 967
13 Kentucky	370, 028	70 65	26, 142, 478	116, 107	74 17	8, 611, 656	304, 720	30 25	9, 217, 780
5 Ohio	717, 242	76 77	55, 062, 668	20, 572	83 83	1, 724, 551	774, 253	35 00	27, 098, 855
11 Michigan	400, 005	78 91	31, 564, 395	5, 339	94 45	504, 269	400, 077	34 87	13, 950, 685
8 Indiana	593, 131	72 85	43, 209, 593	51, 779	81 77	4, 233, 969	499, 795	31 55	15, 768, 532
4 Illinois	1, 017, 915	75 38	76, 730, 433	123, 265	82 65	10, 187, 852	883, 318	33 01	29, 158, 327
7 Wisconsin	377, 521	76 39	28, 838, 829	7, 423	95 04	705, 482	517, 217	33 20	17, 171, 604
Minnesota 12	289, 056	77 26	22, 332, 467	9, 755	97 07	946, 918	321, 368	30 88	9, 923, 844
2 Iowa	856, 897	73 99	63, 401, 809	47, 124	91 59	4, 316, 087	1, 014, 091	30 85	31, 284, 707
6 Missouri	687, 943	58 98	40, 574, 878	194, 917	68 00	13, 254, 356	681, 379	25 22	17, 184, 378
Kansas 9	488, 734	61 22	29, 920, 295	70, 824	82 12	5, 816, 067	487, 901	30 80	15, 027, 351
Nebraska 15	258, 866	76 29	19, 748, 887	23, 325	90 51	2, 111, 146	226, 145	32 18	7, 277, 346
14 California	240, 567	54 89	13, 204, 723	30, 066	70 98	2, 134, 085	214, 280	36 17	7, 750, 508
Oregon 31	135, 450	58 58	7, 934, 661	2, 860	68 58	196, 139	62, 491	31 43	1, 964, 092
40 Nevada	37, 100	50 51	1, 873, 921	1, 339	69 45	92, 994	14, 980	36 00	539, 280
Colorado 33	47, 700	62 39	2, 976. 003	3, 132	90 45	283, 289	39, 195	39 ,08	1, 531, 741
Arizona	7, 704	55 00	423, 720	1, 064	65 00	69, 160	10, 044	23 50	236, 034
Dakota 32	72, 000	73 23	5, 272, 560	3, 520	96 92	341, 158	60, 750	30 84	1, 873, 530

39 Idaho	28, 400	60 00	1, 704, 000	780	70 00	54, 600	15, 400	36 00	554, 400
Montana 41	39, 900	61 06	2, 436, 294	929	96 09	89, 268	13, 960	37 00	516, 520
New Mexico 42	16, 640	42 92	714, 189	10, 082	53 24	536, 766	15, 795	29 33	463, 267
Utah 34	44, 100	48 53	2, 140, 173	3, 060	70 27	215, 026	35, 070	28 17	987, 922
Washington 35	55, 640	61 30	3, 410, 732	840	95 54	80, 254	31, 200	31 36	978, 432
Wyoming	14, 850	60 20	893, 970	780	78 00	60, 840	3, 916	25 00	97, 900
Indian									
Total	10, 838, 111	70 59	765, 041, 308	1, 871, 079	79 49	148, 732, 390	13, 125, 685	30 21	396, 557, 405

Table showing the estimated total number and total value of each kind of live stock, and the average price in January, 1883—Continued.

States and Territories.	Oxen and other cattle.			Sheep.			Hogs.		
	Number.	Average price.	Value.	Number.	Average price.	Value.	Number.	Average price.	Value.
Maine	179, 923	$31 62	$5, 689, 165	577, 236	$3 19	$1, 841, 383	71, 416	$11 87	$847, 708
New Hampshire	144, 678	33 15	4, 796, 076	211, 804	3 21	679, 891	54, 511	12 13	661, 218
Vermont	187, 933	32 89	6, 181, 116	448, 712	4 56	2, 046, 127	74, 864	11 67	873, 663
Massachusetts	110, 605	34 28	3, 791, 539	69, 346	3 87	268, 369	80, 908	14 31	1, 157, 793
Rhode Island	13, 563	36 10	489, 624	21, 729	4 00	86, 916	14, 405	13 39	192, 883
Connecticut	118, 167	33 44	3, 951, 504	59, 425	3 85	228, 786	62, 406	10 38	647, 774
New York	894. 991	34 16	30, 572, 893	1, 732, 332	4 08	7, 067, 915	744, 238	10 96	8, 156, 848
New Jersey	70, 654	33 88	2, 393, 758	117, 008	4 44	519, 516	214, 688	12 75	2, 737, 272
Pennsylvania	875, 994	29 76	26, 069, 581	1, 803, 336	3 64	6, 564, 143	1, 060, 856	9 24	9, 802, 309
Delaware	26, 005	28 36	737, 502	22, 077	3 36	74, 179	46, 740	7 80	364, 572
Maryland	136, 855	25 92	3, 547, 282	173, 760	3 67	637, 699	325, 413	7 94	2, 583, 779
Virginia	441, 232	20 07	8, 855, 526	502, 262	2 73	1, 371, 175	773, 864	5 36	4, 147, 911
North Carolina	428, 069	10 68	4, 571, 777	466, 162	1 39	647, 965	1, 311, 821	4 15	5, 444, 057
South Carolina	228, 295	10 23	2, 335, 458	120, 078	1 75	210, 136	584, 601	4 34	2, 537, 168
Georgia	598, 834	10 09	6, 042, 235	532, 760	1 59	847, 088	1, 412, 604	4 04	5, 706, 920
Florida	560, 000	9 11	5, 101, 600	102, 000	1 77	180, 540	320, 000	2 75	880, 000
Alabama	484, 950	10 47	5, 077, 426	350, 944	1 53	536, 944	1, 225, 534	4 34	5, 518, 818
Mississippi	433, 504	10 84	4, 699, 183	293, 477	1 61	472, 498	1, 070, 269	4 05	4, 334, 589
Louisiana	285, 898	10 98	3, 139, 160	128, 849	1 69	217, 755	564, 439	4 30	2, 427, 088
Texas	4, 410, 000	14 79	65, 223, 900	7, 877, 500	2 40	18, 906, 000	1, 953, 189	3 98	7, 773, 692
Arkansas	429, 465	12 66	5, 437, 027	239, 256	1 80	430, 661	1, 250, 513	3 88	4, 851, 990
Tennessee	485, 504	15 02	7, 292, 270	675, 478	1 82	1, 229, 370	1, 988, 753	5 56	11, 057, 467
West Virginia	289, 519	23 16	6, 705, 260	684, 925	2 67	1, 828, 750	404, 406	5 92	2, 394, 084
Kentucky	503,927	24 69	12, 441, 958	1, 000, 169	2 65	2,650, 448	1, 916, 587	5 73	10, 982, 044
Ohio	1, 028, 101	30 59	31, 449, 610	5, 050, 541	3 11	15, 707, 183	2, 714, 112	8 07	21, 902, 884
Michigan	507, 002	29 36	14, 885, 579	2, 436, 790	3 21	7, 822, 096	934, 184	8 45	7, 893, 855
Indiana	842, 926	25 79	21, 739, 062	1, 122, 631	2 83	3, 177, 045	2, 724, 383	7 64	20, 814, 286
Illinois	1, 428, 064	25 84	36, 901, 174	1, 149, 906	2 87	3, 300, 230	3, 970, 764	7 46	29, 621, 899
Wisconsin	689, 640	25 62	17, 668, 577	1, 363, 677	2 58	3, 518, 287	1, 162, 238	9 76	11, 343, 443
Minnesota	414, 645	24 86	10, 308, 075	281, 085	2 79	784, 727	424, 057	7 45	3, 159, 225
Iowa	1, 917, 461	24 76	47, 476, 334	497, 161	2 82	1, 401, 994	5, 107, 445	8 02	40, 961, 709
Missouri	1, 376, 373	20 35	28, 009, 191	1, 453, 919	2 03	2, 951, 456	3, 892, 920	5 56	21, 644, 635
Kansas	1, 280, 000	24 67	31, 577, 600	747, 008	2 40	1, 792, 819	1, 984, 646	8 57	17, 008, 416
Nebraska	1, 190, 000	25 58	30, 440, 200	324, 111	2 45	794,072	1, 526, 823	7 96	12, 153, 511
California	575, 000	27 48	15, 801, 000	5, 907, 680	2 02	11, 933, 514	856, 000	7 14	6, 111, 840
Oregon	515, 000	22 18	11, 422, 700	2, 403, 157	2 15	5, 166, 788	168, 954	5 49	927, 557
Nevada	212, 000	18 00	3, 816, 000	367, 000	2 09	767, 030	12, 000	11 40	136, 800
Colorado	696, 000	26 95	18, 757, 200	1, 212, 000	2 22	2, 690, 640	12, 100	11 58	140, 118
Arizona	145, 000	19 00	2, 755, 000	602, 000	2 10	1, 264, 209	9, 200	8 00	73, 600
Dakota	220, 000	26 49	5, 827, 800	140, 000	2 98	417, 200	109, 600	8 81	965,576

5.3

39 Idaho	195, 000	25 00	4, 875, 000	31	125, 000	2 60	325, 000 ✓	23, 600	11 00	259, 600
Montana	590, 000	25 10	14, 809, 000	16	405, 000	3 04	1, 231, 200 ✓	17, 200	10 60	182, 320
New Mexico	375, 000	19 26	7, 222, 500	22	3, 960, 000	1 50	5, 940, 000 ✓	19, 300	10 80	208, 440
Utah	103, 000	23 02	2, 371, 060	41	-513, 000	2 30	1, 179, 900 ✓	22, 500	12 42	279, 450
6 Washington	117, 300	23 99	2, 814, 027	38	390, 000	2 45	955, 500 ✓	50, 300	5 42	272, 626
19 Wyoming	780, 000	23 46	18, 298, 800	12	520, 000	3 06	1, 591, 200 ✓	735	10 59	7, 784
Indian	510, 000	14 08	7, 180, 800	23	55, 000	2 00	110, 000 ✓			
Total	28, 046, 077	21 80	611, 549, 109		49, 237, 291	2 53	124, 365, 835	43, 270, 086	6 75	291, 951, 221

COTTON REPORT.

This report is based upon results of statistical returns relating to comparative quality of the present crop, progress of marketing, average date of close of picking, injuries by the caterpillar and boll worm, and quantity of product.

Product.—The returns of product in bales make an aggregate of over 6,800,000, distributed in thousands of bales as follows: Virginia, 24; North Carolina, 452; South Carolina, 616; Georgia, 920; Florida, 61; Alabama, 784; Mississippi, 1,042; Louisiana, 539; Texas, 1,326; Arkansas, 687; Tennessee, 337; Missouri, 25; other territory, 22. Total 6,835,000 bales.

The unusual length of the season for maturing is given very generally as an important factor of increased production. Late growth was so vigorous in portions of the area cultivated that much immature cotton was destroyed by the frost, notwithstanding the lateness of the season. This destruction of green bolls was comparatively heavy in Edgecombe, North Carolina; in Franklin, Hale, and Lawrence, Alabama; in Noxubee and Benton, Mississippi; in Bienville and Pointe Coupée, Louisiana; in Central Texas; in Dallas, Arkansas; and in Fayette, Tennessee. Wherever growth was most luxuriant and the yield heaviest this apparent loss was greatest. In Marion and Warren, Georgia, the crop was shortened by September storms. On the Red River and in Northern Texas there was loss of cotton and injury to staple by rains in picking the top crop. As a whole, the season was unusually favorable.

These returns make the crop twenty-two per cent. larger than the census crop (1879), and nearly four per cent. larger than the great crop of 1880. Heretofore, these direct returns of product, as county estimates, have usually been somewhat less than the records of the commercial movement in the following year. The Statistician scrutinizes them carefully, excludes manifestly erroneous figures (of which there are some in all returns, whether official or unofficial, estimates or census enumerations), corrects such errors as may be readily detected, and revises the whole work; but he cannot arbitrarily change results, even though the verity of some may be a matter of doubt. Should these returns of product prove conservative as usual, the movement would not be less than seven million bales. The public and the cotton trade have had the department returns of the season honestly rendered, which have been perhaps unusually consistent, and must deduce from them their own conclusions as to area, quantity, and quality of the crops. The relative increase in product from 1879 to 1882 is not equal in the different States, because some of them had greater than average production in 1879, and some, Texas particularly, had an average yield per acre much lower than usual. The following statement gives approximately the estimated increase, both in area and product, of the several States:

States.	Area.	Product.
	Per cent.	*Per cent.*
Virginia	38	22
North Carolina	18	16
South Carolina	16	16
Georgia	9	13
Florida	6	11
Alabama	9	12
Mississippi	9	8
Louisiana	3	6
Texas	29	65
Arkansas	7	13
Tennessee	13	2

A few extracts from remarks of correspondents concerning the yield are here given:

North Carolina.—*Mecklenburgh:* Much improved by late fall. *Robeson:* Fine fall, good labor; the crop is about all picked, which is very early. *Edgecombe:* Notwithstanding the late fall, many bolls were caught by frost and will not open. *Sampson:* The favorable fall has increased yield and improved staple. *Cumberland:* Much of the crop is still in the field; there is a scarcity of labor. *Tyrell:* About one-fourth of crop. *Halifax:* The acreage was increased. *Iredell:* Acreage has increased one-third since 1879. *Northampton:* Owing to cold spring, acreage was reduced and it is the smallest crop for years. *Greene:* The census year was not a good year in our county, had long drought which accounts for the increase. *Caldwell:* It is found that by using fertilizers cotton is a profitable crop and its culture is largely on an increase.

South Carolina.—*Beaufort:* Mostly Sea Island cotton grown. The yield is 50 per cent. above last year; it is worth from 5 to 7 cents per pound in seed. *Chesterfield:* The yield is not equal to summer prospects. *York:* Unusually fine crop. *Abbeville:* There is a remnant yet in the field. *Clarendon:* The best yield reported in the county is 29 bales to the horse. The "intensive system" is gaining favor in our section. *Horry:* I am sure my estimate of acreage is not 200 acres out of the way, nor 100 bales wrong on product. One farmer with 90 acres made a fraction over bale per acre; others did as well; some small farmers will average 233 pounds lint per acre.

Georgia.—*Coffee:* Turned out better than expected; the fall has been fine for gathering the crop. *Columbia:* There is so much unpicked that it is difficult to estimate the yield. *Catoosa:* Cotton has done its best. *Marion:* The crop was cut short by the September storms. *Warren:* Fully one-third short, owing to rains and storms. *Wilkes:* Yield is very satisfactory. *Stewart:* The season has been favorable for picking. *Clayton:* Storm in August greatly injured the crop. *Charlton:* We only cultivate Sea Island cotton. *Lincoln:* The crops yielded better than our reports indicated. *McDuffie:* We have more middling cotton this year than any year since the war. *Wilkes:* The crop is surprising when we consider the early spring, the area, and condition.

Florida.—*Hernando:* We raise exclusively Sea Island cotton. *Levy:* Only Sea Island grown. *Columbia:* Favorable weather; we grow Sea Island cotton. *Orange* No short staple grown. *Washington:* The top crop matured well. *Baker:* The crop is short, owing to extreme dry spring.

Alabama.—*Pike:* There have been during the entire season great fluctuations in estimates of yield, and there is uncertainty now. *Clarke:* Nearly all gathered; the fine fall has greatly increased yield. *Conecuh:* About the same yield as last year; gathered in good condition. *Franklin:* Frost cut off 10 per cent. of crop. *Marshall:* Three-fourths of crop gathered, in fine condition. *Perry:* Nearly all gathered; the best quality of any crop for ten years. *Hale:* While the crop is a good one, it was considerably lessened by the frost killing the late crop. *Lawrence:* Notwithstanding the frost was late, it killed one-sixth of the bolls. *Marengo:* Two weeks more of picking. *Winston:* Bolls are matured; the staple is 25 per cent. better than last year.

MISSISSIPPI, *Jefferson:* Ninety-five per cent. housed; the yield is 15 per cent. short of last year. *Simpson:* The favorable fall has increased yield beyond expectation. *Yalabusha:* Frost on the 14th of November killed all unmatured fruit. *Marshall:* I should think the yield 5 per cent. better than indicated in my last report, as the frost was about 30 days late. *Winslow:* Has had ample time to mature, and will be about an average crop. *Adams:* Cold and wet for last three weeks, which will lessen the yield very much, as much will not be picked. *Noxubee:* Picking is nearly over; the frost killed all green bolls. *Benton:* The frost, though late, injured the crop 10 per cent. *Coahoma:* The crop, though much larger than last year's, is not quite an average one. *Sharkey:* Very promising till destroyed by worms.

LOUISIANA, *Bienville:* Late cotton cut off by frost. *Concordia:* Weather unfavorable for picking; three-fourths of crop gathered. *Caddo:* Should present unfavorable weather continue, much cotton will not be gathered. *De Soto:* A full crop has already been gathered; weather is now unfavorable. *Grant:* Half of the crop on bottoms ungathered, and the weather very unfavorable. *Union:* The crop is fully double the crop of 1881. *Pointe Coupee:* Weather has been favorable for cotton; worms made their appearance just in time to be caught by the frost, which annihilated them. *Sabine:* Nearly all picked, ginned, and sold. *Morehouse:* Very nearly all gathered. *Franklin:* The largest crop in 40 years if it can be gathered; only about half picked and the weather unfavorable. *Natchitoches:* A good crop but bad fall for picking; it being too wet.

TEXAS.—*Brown:* The finest crop we have ever raised; about half picked; the weather not favorable now. *Colorado:* About five-sixths gathered and mostly marketed. *Gregg:* Very wet since first frost on the 14th, interfering very much with picking. *Parker:* Frost on the 12th did some damage, say 10 per cent. *Dallas:* The late crop of grown bolls, once so promising, was cut off by frost on the 13th, 14th, and 15th November, and my November estimate is reduced one-fourth; the yield will not exceed 300 pounds of lint per acre. *Caldwell:* A large amount yet in the field; many farmers are gathering one and a half (1½) bales to the acre. *Hamilton:* Much sickness and wet weather have almost stopped picking; it is feared that one-third of the crop may not be gathered. *Harrison:* One-fourth of the crop not gathered; much of this will be lost. *Hays:* The crop is immense; nothing like it heretofore. *Karnes:* Will not be able to save all the crop; pickers get $1 per 100 pounds in the seed. *Rockwall:* One-third of the crop not gathered; weather bad. *Williamson:* Will not finish gathering the crop before the first of January, if the weather is good. *Austin:* The unusually fine fall has materially increased the crop. *Red River:* The crop is large and much of it unpicked; the weather is bad, and it will be lost. *Denton:* Early bolls were injured by boll-worms, and late were caught by frost. *Live Oak:* No frost to injure cotton yet; fears are entertained that the farmers cannot gather the crop. *Morris:* The best crop for years. *Stephens:* Late freezes cut off at least one-sixth of the crop. *Titus:* Bad, rainy weather for the last few weeks has damaged the crop; picking progresses slowly now. *Wise:* The boll-worm did great damage; in some parts of the county the top crop was destroyed by frost. *Waller:* Quite up to expectation. *Travis:* Late storms injured the crop very much; the frost killed all green bolls. *Burnett:* Scarcity of labor and a large crop caused farmers to be very backward picking; will not finish before February. *Bowie:* The finest crop ever grown in the county; some farmers have already gathered one and a half bales per acre. *Madison:* Heaviest crop ever grown in the county, much land producing bale and a half per acre.

ARKANSAS.—*Craighead:* The crop is above an average; half gathered. *Dallas:* Green bolls which were so promising at last report have all been ruined by frost, which will reduce yield 10 per cent. Weather is now unfavorable for picking. *Drew:* Damaged some by second growth. *Lonoke:* Recent rains have reduced yield and injured staple. *Woodruff:* There is too much. *Crawford:* The last month has been very favorable and has increased the estimated product. *Izard:* The crop is a good one. *White:* We put it at 200, but that is hardly high enough, as last year it was a failure. *Grant:* The crop is a very large one. *Lincoln:* The crop is a good one and the staple fine. *Pope:* Seriously injured by frost. *Searcy:* Late crop killed by frost.

TENNESSEE.—*Fayette:* Much of the crop was late and has been seriously injured by frost. *Hardeman:* A better crop than last year, though below an average. *Rutherford:* Yield larger than expected; due to favorable fall. *Bradley:* Very late opening. *Williamson:* Was very late maturing, but with fine weather it grew very tall and bolled well to the top. *Gibson:* The favorable fall added much to the crop. *White:* The fine fall increased the crop. *Henderson:* About half of average crop.

MISSOURI.—*Pemiscot:* Late, and not matured well; very much damaged by frost and cold and wet.

The returns are nearly unanimous in declaring the staple longer than usual, whiter, and comparatively free from trash. A few report shorter staple. In parts of Georgia there was some loss of quality from storms, and the late picking of the Southwest was injured by frost and rain.

The amount of lint produced in proportion to seed is reported greater than usual in half to two-thirds of all returns, excepting in Virginia and Missouri, where a majority report the usual average yield. In very few counties is the rate of yield less than average.

The average quantity of lint in 100 pounds of seed cotton, as fixed by former investigations, is 32 pounds. There is a considerable range of difference, most of which would be covered by the minimum of 28 pounds and the maximum of 36. There have been returns of even wider range than this under extraordinary circumstances.

Soil, season, and habit of the variety combine to make this difference. The point in the present inquiry was simply whether the outcome was greater or less than the average the present season. In the following statement is shown the proportion by percentage of the returns that report greater yield of lint than usual, in each State, the proportion that return less, and that report the same, or usual average. It is as follows:

	Lint to seed.		
	Greater.	Less.	Same.
Virginia	17	33	50
North Carolina	60	5	35
South Carolina	71	0	29
Georgia	73	2	25
Florida	51	14	35
Alabama	77	0	23
Mississippi	63	5	32
Louisiana	52	0	48
Texas	56	7	37
Arkansas	62	8	30
Tennessee	65	3	32
Kentucky	50	0	50
Missouri	25	75	00

The following extracts illustrate the quality of the present crop:

VIRGINIA.—*Mecklenburgh:* The crop is good as to staple; is free of trash, but defective in color. *Brunswick:* Staple shorter than usual. Color good, free of trash. *Sussex:* Purer, white, and less trashy than usual. *Southampton:* Scarcity of labor has delayed picking; will not finish before February. *Greenville:* The color is extra fine.

NORTH CAROLINA.—*Duplin:* Very little stained cotton. *Franklin:* Longer lint than usual, good color, and free form trash. *Currituck:* Very good in all respects. *Beaufort:* Good; very free from trash. *Lincoln:* Better qualiy in every respect than usual. *Forsyth:* Good in length of staple. *Edgecombe:* Lint is not first-class. *Cumberland:* Staple and color extra good; very little trash. *Cleveland:* Staple long, and picked clean; it is 25 per cent. above the average in quality. *Halifax:* Staple short; color good; free from trash. *Pasquotank:* The first two pickings above an average; late pickings damaged by rain. *Robeson:* Staple long, color beautifully white; entirely free from trash. *Warren:* Color good, staple good. *Iredell:* A full average. *Harnett:* Staple very fine, color good. *Gadkin:* Good lint, clear of trash. *Catawba:* As good as well could be. *Moore:* Better staple; no dirty cotton; very little yellow. *Anson:* Staple is good, but is carelessly picked, and is trashy. *Gaston:* Very good. *Martin:* Very good; no stains or dirt; best ever known. *Wilson:* Staple good; little stained; very little attention paid to trash. *Craven:* Good in all reports. *Alexander:* Good staple; good color; generally free of trash. *Gates:* Inferior to last year. *Wayne:* Better color, and freer from trash than usual.

SOUTH CAROLINA.—*Hampton:* Good staple; white and clean. *Laurens:* Staple is longer, finer, and freer from trash than usual. *Lexington:* Equal in all particulars to any previous crop. *Darlington:* Better staple and cleaner than usual. *Fairfield:* Better in all respects than usual. *Clarendon:* The cotton merchants report it the "best stock" they have ever handled. *Edgefield:* Good staple; less trash than usual. *Aiken:* Better than for several years. *Pickens:* Best crop in all respects ever made in the county. *Horry:* Good crop in all respects. *Sumter:* Good quality; free of trash. *Union:* Very good, indeed. *Richland:* Staple and quality unusually good.

GEORGIA.—*Banks:* Longer staple, and very little stained. *Franklin:* We never had a better crop in all respects. *Jasper:* Excellent; better than usual. *McDuffie:* Best staple of any crop in ten years. *Paulding:* The staple is longer than for years; color extra nice; very little trash. *Putnam:* Staple longer and better than usual. *Stewart:* Good staple, color fine, and very little dirt or trash. *Webster:* Staple short; creamy color; more trash than usual. *Wilcox:* Better quality than for many years. *Baldwin:* Short staple, but very clean. *Bullock:* Gathered in much better condition than usual. *Bibb:* Never saw whiter or cleaner crop gathered. *Calhoun:* Staple good, but much trash since September storm. *Chattanooga:* Good staple and color; not much trash. *Carroll:* Best staple and color I ever saw, and free from trash. *Coffee:* Good in all respects. *Decatur:* Quality much injured by storm in September. *Dooley:* Staple good; color injured by storm. *Dawson:* Lint longer than usual; very little stained and very clear of trash. *Effingham:* Very good in every way. *Early:* As good in all respects as we ever made. *Elbert:* Best quality of any crop in ten years. *Forsyth:* Ten per cent. injured by frost; otherwise good. *Greene:* Better quality than usual. *Gwinnett:* Superior staple; free from trash. *Henry:* Much better quality than usual. *Hancock:* Staple and color better than usual. *Habersham:* Better in all respects than usual. *Irwin:* Good staple and color; free from trash. *Jackson:* Do not remember to have known a year when cotton came out of field in as good condition. *Jones:* Freer of trash than for years; good staple. *Liberty:* First-rate. *Lowndes:* Staple about as usual; color not so good; much trash. *Marion:* Much of it injured by September storm. *Merriwether:* Staple longer and color better than usual; about usual amount of trash. *Muscogee:* Better than usual. *Monroe:* Staple and color good; free of trash. *Newton:* Never was better in any respect. *Pierce:*

Staple good and was nicely gathered. *Richmond:* Much better quality than usual. *Rockdale:* Extra in every respect. *Sumter:* First picking stained and trashy. *Thomas:* Best crop in 30 years. *Tatnall:* First-class except where damaged by storm. *Twiggs:* Quality much better than for years, and nicely handled. *Walton:* The best staple for years; very little stained cotton. *Warren:* Staple and color good, but trashy. *Washington:* Staple and color better than usual and freer from trash. *Walker:* Superior staple; color good. *Whitfield:* Staple long; color very good and comparatively free from trash. *White:* Somewhat below an average in quality. *Wilkinson:* Good staple and reasonably free from trash. *Wilkes:* Good color and free of trash. *Worth:* Not as good as last year; too many storms. *Quitman:* Quality is much better than in 1881, especially in freedom from trash. *Franklin:* Ten per cent. better in all respects. *Cherokee:* Rather more trash than usual. *Pickens:* Staple is shorter than usual, but color is good and is free from trash.

FLORIDA.—*Marion:* Better than usual in all respects. *Leon:* Quality is lower than usual. *Suwannee:* Much better than usual. *Columbia:* Staple and color good; free from trash. *Baker:* The best quality of any crop ever raised in the county. *Santa Rosa:* Finer but shorter staple than usual. *Hamilton:* Rather better than usual.

ALABAMA.—*Cherokee:* The staple is better than common. *Greene:* Better quality than last year. *Fayette:* Better in every respect. *Franklin:* Much better than common. *Madison:* Staple not so long as usual, but color good, and free of trash. *Perry:* Staple longer and finer than usual; color good and free of trash. *Randolph:* Rather trashy, owing to storm. *Sumter:* Best for many years. *Talladega:* Fine in all respects. *Montgomery:* Longer staple, better color, and freer from trash than usual. *Baldwin:* Very good. *Barbour:* Free from trash. *Clarke:* Unusually good quality. *Crenshaw:* Class is well. *Conecuh:* Very little trash. *Dale:* Less trash than usual. *DeKalb:* Staple better than usual. *Etowah:* The staple is very fine. *Hale:* Good in all respects. *Lamar:* Staple long and free of trash. *Lawrence:* Unusually good staple, and cleaner than usual. *Monroe:* Very good; better than usual. *Marshall:* Lint longer than usual. *Pickens:* Good in all respects. *Pike:* Best ever known. *Shelby:* Excellent in all respects. *Saint Clair:* Never knew a better crop. *Tuscaloosa:* Remarkably fine in all respects. *Wilcox:* Above an average. *Blount:* Staple is longer than usual and free from trash. *Colbert:* Unusually good. *Escambia:* After storm in September was trashy. *Geneva:* Very fine as to color and freedom from trash. *Winston:* Good in all respects. *Dallas:* Very fine staple, free from trash and dirt.

MISSISSIPPI.—*Carroll:* Better. *Choctaw:* Above an average. *Madison:* Above an average. *Neshoba:* Superior staple. *Oktibbeha:* Staple longer; lint deeply colored; free from trash. *Tippah:* Staple longer, and freer from trash. *Adams:* Good staple and color, and free from trash. *Alcorn:* Staple longer than usual; color exceptionally good. *Amite:* Better than last year. *Benton:* Decidedly better. *Claiborne:* Staple much longer than usual, and it is free from trash. *Capiah:* Ten per cent. above an average. *Clarke:* Good; excellent. *De Soto:* Good in all respects. *Itawamba:* Better staple and color. *La Fayette:* Free from trash and very bright. *Le Flore:* Staple better and freer from trash. *Jasper:* Free from trash and good staple. *Jefferson:* Better than for several years. *Marshall:* Very little low-grade cotton this year. *Noxubee:* Staple fine and very little trash. *Scott:* Best in years. *Simpson:* Much cleaner than usual. *Tallahatchie:* Owing to fine weather is better quality than usual. *Tate:* Better last year by 10 per cent. *Tishomingo:* Excellent; never surpassed. *Warren:* Better grade than usual. *Winston:* Better than usual; more free of trash. *Wilkinson:* The best, in all respects, for twenty years. *Calhoun:* Better staple than last year; good color and free of trash. *Covington:* Good staple, good color, and free from trash. *Grenada:* Staple much above average; color not so good, but free of trash. *Newton:* Color is fine, and is free of trash. *Union:* In all respects above an average.

LOUISIANA.—*Grant:* Fifty per cent. is middling, the remainder is dirty, trashy, and stained. *Red River:* Staple excellent. *Avoyelles:* Ten per cent. better than usual. *Bienville:* Staple is longer than usual. *Claiborne:* Better in every respect. *Franklin:* Lint slightly longer than usual. *La Fayette:* Better than usual. *Livingston:* Superior to average crop. *Morehouse:* Better every way than last year. *Natchitoches:* Staple is better, color not so good, and very trashy. *Point Coupee:* Above an average in every respect. *Saint Martin:* Very superior, staple long, color good, and free of trash. *Saint Helena:* Staple much better than last year. *Union:* Superior staple. *Washington:* Good color, free from trash. *Cameron:* Color good, free of trash. *Iberville:* Extra fine staple, free of trash. *Vernon:* Staple and color good, little trash or sand.

TEXAS.—*Bowie:* The quality is 20 per cent. above last year. *Brazos:* First pickings of high grade, later stained and trashy. *Dallas*: Staple very long and strong, some stain and trash, but the best crop we ever raised. *Gregg:* In every particular it is better than last year. *McLennan:* More trash than usual. *Waller:* Fine in all respects. *Walker:* Very good. *Williamson:* Staple very superior, color good, and unusually free from stains. *Wilson:* Staple is better than common. *Callahan:* Staple is short, but grades well; no sand in it. *Coleman:* By many farmers it is thought to be of better quality than any crop ever grown in the county. *Johnson:* Staple is better, but more stained than usual. *Morris:* Fiber is better than usual, but more stains. *Wharton:* Better than heretofore. *Hunt:* Staple very good, late picking is stained. *Washington:* The staple is longer than usual. *Falls:* Staple longer than is usual. *Goliad:* Better than usual. *Fannin:* Staple is good, but color is not an average. *Harrison:* Better staple than usual, but quite trashy. *Panola:* Very good staple, less stain and dirt than usual. *Bandera:* Quality better than ever before, free of trash. *Caldwell:* Very good staple, free from stain. *Karnes:* Staple is good. *Henderson:* The best staple I ever saw. *Marion:* Staple is much better than last year and color good. *Gonzales:* Quality 25 per cent. better than an average. *Angelina:* Good staple, rich color, very little trash. *Houston:* Quality unsurpassed by any previous season. *Parker:* Staple good, free from trash and of good color. *Jack:* Remarkably free from trash. *Sabine:* Color and staple better than usual. *Jackson:* Better quality than I have known before. *Brown:* Better than ever before. *Collin:* Staple is good and free of trash, but there is much stained from freeze. *Austin:* Staple unusually long, color good, and free of trash. *Shelby:* Considerable trash at the latter part of season. *Refugio:* Is of very high grade. *Cass:* The quality is excellent.

ARKANSAS.—*Ashley:* The staple is excellent, good color, and free from trash. *Bradley:* The staple is long and strong, but is trashy. *Columbia:* Staple is better than common, but is dark color and full of trash from wet weather. *Clark:* Better than the crop of 1881. *Crawford:* The quality is 20 per cent. better than common. *Calhoun:* Classes higher this year than in many years. *Chicot:* Staple shorter and worse, but less trash than usual. *Drew:* Staple longer, quality better, and freer from trash than is usual. *Franklin:* Better in every respect. *Garland:* First picking above an average, later picking not so good. *Grant:* First half was above an average. *Hot Springs:* Staple long; little trash. *Hempstead:* Staple long, but stained by rain and frost. *Jackson:* Best for years as to fiber and color. *Little River:* Unusually good as to length and fineness of fiber. *Lawrence:* Staple good, but late picking badly stained and trashy. *Lee:* Staple longer than usual. *Montgomery*: Longer staple and cleaner than usual. *Monroe:* Finest ever known. *Polk:* Dirty, rotten, frost-bit. *Pope:* The staple is longer. *Pulaski:* Excellent, superior to any crop since 1875. *Randolph:* Lint is better and freer from trash than usual. *Sevier:* It is good. *Saline:* Staple long, but some stains. *Union:* Staple is good; last picking stained and trashy. *White:* Long fiber and very clean. *Yell:* Staple longer; color better, less trash. *Desha:* Staple not so good, but less trashy. *Jefferson:* Quality extra fine. *Lincoln:* The finest crop for twenty years. *Newton:* Clean, but yellow and short staple. *Arkansas:* Staple long, color rich, and very little trash. *Dorsey:* Quality excellent, staple one-third longer than usual. *Franklin:* Staple about an average; color is fine and free of trash. *Lonoke:* Better than in 1881. *Prairie:* In all respects it is superior. *Scott:* Not quite an average.

TENNESSEE.—*Benton:* Greatly superior to last year's. *Bedford:* Quality greatly superior to last year's crop. *Dyer:* Lint very superior, bright color and free from trash. *Decatur:* Fine lint, and very little stained. *DeKalb:* Better than ordinary. *Dickson:* Very little trash, otherwise about an average. *Fayette:* Staple longer than usual, color creamy white, free of trash. *Gibson:* The staple is short and nappy, but is good color and free from trash. *Henry:* The length of staple is good, but has a yellow stain which we cannot account for. *Hamilton:* The quality is much better in every particular than last year. *Hardeman:* The poorest yield for twenty years, but of good quality. *Lawrence:* Superior quality, very little trash. *Madison:* Good quality and free from trash. *McMinn:* The staple is longer than usual and free from trash. *McNairy:* Better in quality than for years. *Polk:* The quality is very good. *Rutherford:* Better quality than usual. *Wilson:* Good staple, clear of trash. *Warren:* Staple short, color dingy, but clear of trash. *Williamson:* Much longer staple than usual, good color, and free of trash. *Hamblen:* Long staple, good color, and free of trash. *Crockett:* Our staple is better than usual. *Lauderdale:* Staple much better than usual. *Maury:* Shows a better sample in all respects than any crop for years. *Grundy:* Very short staple, but free of trash.

MISSOURI.—*Ripley:* Staple short, color good. *Stone:* Staple poor, short and yellow. *Taney:* The quality is much better than 1881, the lint is longer. *Douglas:* Not as good by 10 per cent. *Pemiscot:* Staple longer than usual. *New Madrid:* Color good till frost; there is not much frost. *Ozark:* The best staple for years. *Dunklin:* The quality is good. *Stoddard:* Extra fine in all respects.

KENTUCKY.—*Barren:* Not so good staple as that grown further south. *Calloway:* The lint is long and is free of trash. *Hickman:* Staple better than usual, very little trash. *Green:* Believed to be of better quality than is usual.

The marketing of the crop is most advanced in Florida, Georgia, and South Carolina, but one-sixth remaining on hand at the end of 1882; in Alabama, Mississippi, and Texas, one-fourth; in Louisiana and Arkansas, Tennessee and Missouri, the proportion is somewhat greater.

From these returns it is probable that about 17 per cent. of the crop was unmarketed February 1. The date of finishing the harvest, reported for each county, varies from November to February. The average for each State is, Florida, December 7; Georgia, December 5; South Carolina, December 11; Alabama, December 12; Tennessee, December 17; Mississippi, December 18; North Carolina, December 22; Louisiana, January 4; Texas, January 6; Arkansas, January 9.

The caterpillar was present in three-fourths of the counties of Texas and Louisiana, and in two-thirds of those of Mississippi, Alabama, and Florida.

The destruction was less general in Georgia and Arkansas. The injury was everywhere slight; with few exceptions was not appreciable in Virginia, North Carolina, Tennessee, or Missouri. The loss is calculated at about 3 per cent. in Louisiana, 2 in Texas, 1½ in Mississippi, Alabama, and Florida, and 1 in Georgia. It probably amounts to 80,000 or 90,000 bales in all.

The returns of destruction of cotton by the caterpillar and boll-worm cannot be regarded as precise in their accuracy, but from very full local estimates it is believed that the following summary will approximate the losses:

	Bales destroyed.
South Carolina	4,000
Georgia	10,000
Florida	700
Alabama	12,000
Mississippi	15,000
Louisiana	18,000
Texas	20,000
Arkansas	5,000
Tennessee	3,000
Total	87,700

The boll-worm was in some places more destructive than the caterpillar.

REPORTS OF STATE AGENTS.

SWEET-CORN CANNING IN MAINE.

The Maine State agent, Samuel L. Boardman, makes the following report upon the sweet-corn canning industry of that State:

This industry in Maine dates back to about 1836, in which year the packing-house of the late John Winslow was established at Deering, near Portland, the present Winslow Packing Company being the first and legal successors of the original founder of the business. The Winslow Packing Company operated fifteen factories in this State during the year 1882. Following is a list of the places where they are located, and the acreage of corn grown for each:

	Acres.
Riverton	75
Yarmouth	73
Mechanic Falls	185
Farmington	150
Wilton	150
Fairfield	180
Skowhegan	245
West Waterville	150
North Anson	190
Buckfield, Canton	205
Norway	180
Bridgton	175
Hiram	60
Raymond	80

The total product of the above-named factories was 125,000 cases of two dozen cans each, or 3,000,000 cans. This company also packed 7,216 cases (173,184 cans) of succotash, corn and beans. They also put up 12,207 cases (292,968 cans) of apple, and 8,462 gallon packages of the same product. The apple thus put up is cored and quartered, and when opened much resembles the choicest green apple.

The Portland Packing Company operated in 1882 seven factories, five of which have been in operation for a number of years, two of them being new, and worked in 1882 for the first time. In the table below I give the place of location of these factories and the number of acres grown for each in 1882:

	Acres.
Cumberland Mills	250
Sebago Lake	360

	Acres.
Naples	400
Fryeburg	225
Winthrop	250
Vassalboro'	200
Wells	350

This company also owns a factory at Gorham, which usually takes the planting of 250 acres; but it did not operate the past year, the drought in that section of the State being so severe as to cut off almost the entire acreage planted for the factory. The total amount of corn packed by this company was 90,000 cases of two dozen cans each, or a total of 2,160,000 cans.

Burnham & Morrill, Portland, operated in 1882 seven factories, the following list giving places where located and acreage of each:

South Paris	400
Minot	375
East Baldwin	50
West Scarborough	
Denmark	350
Harrison	400
South Norridgewock	400

The total amount put up by this firm was 96,000 cases of two dozen each, or a grand total of 2,304,000 cans.

Within the past few years a large number of smaller factories have sprung up, which make a business of canning small amounts annually. The following table gives a list of such companies and firms, with the number of cans put up in 1882. I have tried to make this list complete, but very likely some factories may have been overlooked; if so, the omission is accidental, and I would be glad to be informed of the error, that I may make my list perfect in the future.

Firm or company.	Location.	Number of cans.
Wollf & Reessing	Bethel	280,000
Jordan & Marsh	Brunswick	140,000
Merrill Brothers	Cumberland	820,000
Leighton & Co	Deering	4,800
L. B. Demeett	do	12,000
A. C. Jones	do	8,200
Tibbeth & Co	do	80,000
Waugh, Cotterell & Williams	Farmington	200,000
Charles A. Perry	Fryeburg	144,000
W. K. Lewis & Bro	Freeport	36,000
E. T. Newhall	Gorham	144,000
Thompson, Hall & Co	Jay Bridge	36,000
Hortwell & Whitehouse	Kent's Hill	30,000
Mr. Gay	New Gloucester	
Company of Farmers	North Gorham	48,000
J. P. & D. Plummer	North Berwick	43,200
H. F. Webb	Rumford	144,000
Knight & Warren	Springvale	72,000
W. Libby	Standish	10,000
Mr. Cummings	Stroudwater	40,000
C. G. Sawyer	Wilton	96,000
C. E Boody	Westbrook	12,000
E. Wilson	White Rock	36,000
Boomer & Field	Auburn	192,000
Perry & Flint	Cornish and Baldwin	264,000
W. B. Nutter	Cape Elizabeth	55,200
Wollf & Reessing	Casco	100,000
V. C. Soule	Deering	2,400
Durham Packing Company	North Auburn	
Company of Farmers	East Wilton	140,000
Red Brook Packing Company	Scarborough	60,000
C. A. Dyer & Co	Waterborough	5,000
John McLellan	Webb's Mills	75,000
Company of Farmers	New Sharon	
Jennings Bros	North Wayne	
Plimney & Johnson	Gorham	40,000
W. M. Libby	West Gorham	24,000

From the factories at East Dixfield and Farmington Falls I have been unable to obtain information. The above lists comprise sixty-eight factories, from all but six of which I have received information. The total number of cans of sweet corn put up by these factories in 1882 is 10,881,400. Experts last spring placed the total production of the State at twelve million cans; but the severe drought through portions of York and Cumberland counties reduced the acreage very materially. The Portland Packing Company informs me that they would have packed one-third more (768,000 cans) but for the drought; while Burnham & Morrill tell me their pack was lessened fully two-thirds in consequence of the crop being almost wholly cut off by drought in some sections. The character of the corn is also injured by excessive dry weather, not being as sweet or juicy as when grown in a favorable season.

The prices paid by the leading canning companies to farmers the past season have been as follows: By the Portland Packing Company, 2 cents a pound, excepting at their new factories, where the price was 3 cents for 26 ounces; by Burnham & Morrill, 2¾ cents for 26 ounces; by the Winslow Packing Company, 3¼ cents for 26 ounces.

It is noticeable that at places where corn canning factories have been longest established and as a consequence farmers understand the growing of sweet corn better than when it is first grown by them. There we find most numerous examples of large and profitable crops. These large yields come from giving the crop high manuring and good culture. In a favorable season 1,500 cans per acre are regarded as an average crop, but there are many instances where 2,000 cans to an acre are produced, and a few where 3.000 cans have been taken from one measured acre. Of the factories run by the Portland Packing Company in 1882 the best yields were at the Fryeburg factory, where the average receipts of the farmers were $40 per acre. In one instance a field of five acres yielded $80 per acre; and another of three acres yielded $105 per acre. The highest price ever paid a farmer for an acre of corn by this company was $126. Last season was an exceptionally unfavorable year for the crop on account of the drought, which was most severe in portions of Cumberland County, the center of the industry—the average of the fifteen factories of the Winslow Packing Company being about 1,200 cans to the acre, though many farmers raised 2,000 cans per acre. The largest amount for an acre of corn paid by this company in 1882 to any one farmer was paid F. A. Danforth, of Norway, for 3,360 cans grown on one measured acre, the sum paid being $109. Other good yields at their factory were: One acre, 2,900 cans; one acre, 3,300 cans; one acre, 3,332 cans; three acres, 8,899 cans.

The varieties of the corn grown are Early Crosby, Early Triumph, Early Minnesota, and some local varities. In addition to good general manuring for a crop of corn, from 200 to 300 pounds per acre of some special manure or super-phosphate is generally used as a "starter" in the hill.

The business is one in which the farmers and the packing companies have a mutual interest, the crop being a good paying one when well grown; the companies now generally paying for the corn when it is delivered at the factories.

TWO CROPS OF POTATOES.

A correspondent writing to the Commissioner of Agriculture from Memphis, Tenn., reports a product of 6,170 bushels of potatoes grown in two crops; the first on 31 acres, the second being planted on 20 acres of the same land, the other 11 producing 25 tons of pea-vine hay as a second crop. He thus refers to his experience:

Our mutual friend W. W. Bearce, esq., insists that I should write you some of my experience in growing Irish potatoes, particularly about growing two crops on the same ground. I bought New York Early Rose in 1872, since which time I have used my own seed, which I consider better than any New York seed or any other seed that I can get; that is, my own seed saved from my second crop.

I planted the bulk of my crop in 1882 in February, and commenced shipping them about the 10th of June. I planted 31 acres, from which I sold 1,468 barrels (2½ bushels each) merchantable potatoes, and also some 150 barrels (2½ bushels each) small seed, from the size of a small hickorynut to the size of a walnut. These small ones I commenced planting July 14 and finished in August; planting, with these small seed from first crop, 20 acres of the original 31 acres, and dug them in October and November, and making 850 barrels (2½ bushels each), and which I consider better seed by far than Rochester or any other Eastern seed, and I get more money per barrel for them.

	Bushels.
31 acres, first crop made, large and small	4,045
20 acres, same land, second crop made, large and small	2,125
Total	6,170

I sowed 11 acres of the 31, after digging first crop, in Black field pease, and made 25 tons of hay, which is all the *roughness* my stock get and keep fat. I consider I made this 6,170 bushels potatoes on first crop 31 acres, second crop 20 acres—51 acres; equal to two crops on 25½ acres, which you see is over 241 bushels to the acre in actual cultivation. My first crop brought me a fine price, and I am selling my second crop at my cellar doors at $1 per bushel loose.

I use cotton-seed meal in the drill, at the rate of 500 pounds to the acre, as a fertilizer which I prize very highly. I have seen the cotton-seed meal used without the addition of anything else for three to four years on the same ground, making better crops each year.

DISTRIBUTION OF CROPS IN KANSAS.

Statistical agent: The results of the last three years have determined what the different portions of Kansas are best adapted to. Very few acres of corn were planted or acres of small grain sown this year west of the line that experience has drawn as the limit to which successful agriculture can be carried on, so that the corn and wheat areas of Kansas for 1882 were selected from the soil and climate best adapted to their culture; hence the large and satisfactory yield. The large corn crop just harvested was partially due to the fact that early varieties replaced the later ones, it having been discovered that varieties maturing early in September had a very large advantage over those maturing later.

EUROPEAN STATISTICS.

AMERICAN AND ENGLISH AGRICULTURAL IMPLEMENTS.

Inquiry has been made of this department as to the comparative prices of European and American agricultural implements, apparently with a view of importation, if prices were found satisfactory, and customs duties not prohibitive. There is no indication of any popular desire for such importation among farmers of any part of the country. Still it has been deemed desirable to give a comparative list of prices, from price lists at hand, which will fairly represent the various classes of American implements, and also prices from lists of some of the principal manufactories of England, obtained by our agent for the purpose.

It may be well to premise that we do not import agricultural implements for two reasons: 1. European implements are not wanted by our farmers, and would not generally be used could they be obtained at half price. As a rule, they are too cumbrous and clumsy, requiring too much power, and accomplishing their work too slowly. 2. American machines are better adapted to specific uses, without unnecessary strength and weight, as our timber is tougher and stronger in proportion to weight, their superiority giving them a market in all parts of the world.

The exports of three years past are as follows:

	1880.		1881.		1882.	
	Number.	Value.	Number.	Value.	Number.	Value.
Fanning-mills	4	$305	24	$764	5	$127
Horse-powers	28	11, 682	13	2, 002	43	9, 890
Mowers and reapers	6, 919	768, 945	5, 913	654, 156	10, 513	1, 003, 724
Plows and cultivators	21, 254	169, 211	20, 166	184, 828	31, 810	1, 290, 177
Other implements	....	1, 295, 599	....	1, 558, 568	....	1, 672, 453
Total	....	2, 245, 742	....	2, 400, 318	....	2, 976, 371

No imports of agricultural implements are found in recent reports of commerce and navigation, because they are not wanted. On the contrary, the market for agricultural implements is widening, and agencies for their sale are found all over Europe.

A manufacturer of very popular reapers writes: "The American machines are certainly very much more advanced, besides being lighter, less complicated, and easier to handle than those of English manufacture; in fact, I don't believe any of our American farmers would be willing to use any of the foreign-made reaping and mowing machines if they could get them for half price, for the reason that they are very much behind the times, heavy, complicated, and difficult to handle."

Another manufacturer, making plows extensively, writes as follows: "Our own sales to Australia, New Zealand, Russia, and Mexico are not large, but on the increase yearly, and this not on account of their cheapness, but because of their superior quality—the selling price being much higher than English or French plows. The English and French manufacturers can imitate our styles, and by reason of their cheaper labor drive us from foreign markets, especially as their manufactures are encouraged (protected) in their foreign trade by subsidized lines of steamships, and have commercial facilities extended to them by their governments. The English consuls are almost invariably educated business men whose interest and pride it is to extend British commerce."

In the year ended June 30, 1882, there were 2,774 mowers and reapers exported to England, 2,188 to Russia, 2,080 to France, 991 to Germany, and 663 to Australia. There were others sent to Denmark, Canada, and South America. Fanning mills were sent to Mexico and South America; horse-powers to Canada, Mexico, and South America. Canada took 6,766 plows, in preference to buying from England; the Argentine Republic, a country in direct communication with Liverpool, bought 6,210 American plows. No less than 5,485 were taken by Uruguay, 4,563 by

British Possessions in Africa, 2,529 by Cuba, 1,954 by Chili, 1,234 by Mexico, and the remainder by Brazil, Central America, Denmark, West Indies, Germany, Australia, and other countries.

The average price of exported mowers and reapers last year was $95.47. The average price of plows was $9.12.

The prices of English mowers, as reported, are $85 to $100; of American, $75 to $95. Reapers, English, one-horse, $77.50; two-horse, $85 to $185; American, $115 to $135. Combined mower and reaper, English, $105 to $135; American, $120 to $175. The wire-binding harvesters, American, are sold, C. H. McCormick's, in England, for $325; the Champion, in this country, for $260. The plows and other implements are in great variety, and vary in style and use so much that it is difficult to compare them. The prices of these and other classes can be compared by an examination of the following lists:

Prices of English implements.

REAPERS.

"Original" self-raking reaping machine, 2 sickles		$150 00
"Omnium" self-raking reaping machine, 3 rakes		138 00
"Imperial" self-raking reaping machine, 6 rakes		160 00
"Harvest Queen," 5 rakes, controllable reaper		160 00
"Prince," 4 rakes, controllable reaper		145 00
"Highland dropper," self-acting, back delivery		110 00
"Handy" reaper for 2 horses		85 00
"Handy" reaper for 1 horse		77 50
"Eclipse" reaper, 1 horse		77 50
"Don" manual delivery reaper		90 00
"Albion" reaper	125 to	160 00
C. H. McCormick's wire-binding harvester		325 00
"Progress" self-rake reaper, 5-foot cut		170 00
"Governor" self-rake reaper, 5¼-foot cut		185 00
"Spring balance" self-rake reaper 5-foot cut, 5 controllable rakes		170 00
"Matchless" self-rake reaper, 4 rakes		155 00
"Indispensable," 3½-foot cut, 4 rakes		140 00
"Indispensable," for light crops		155 00

MOWERS.

Grass-mowers, 1 horse	85 00
"Gem" balance mower	92 50
"Paragon," O, 4¼-foot cut, 2 horses, 2 knives	100 00
"Paragon," A, 4¼-foot cut, 2 horses, 2 knives	100 00
"Paragon," O L, 4¼-foot cut, 2 horses, 2 knives	100 00
"Patent Paragon," 3¼-foot cut, 1 horse	90 00

COMBINED MOWER AND REAPERS.

North British	105 00 to	135 00
Back delivery		110 00
"Lion"		122 50
"Scotsman," fore-carriage, swivel-wheel		117 50
"Patent Paragon"		105 00

PLOWS.

	Size of furrow.	Weight.	Cost.
		Lbs.	*Dolls.*
For light soil	4 to 6 inches deep, by 6 to 9	224	20
For mixed soil	4 to 6 inches deep, by 6 to 9	252	25
For general soil	5 to 8 by 7 to 12	280	28
For general soil	6 to 9 by 9 to 13	308	29
For heavy soil	8 to 12 by 12 to 18	476	55
For heavy soil (wood)	8 to 8 by 9 to 12	252	21
Light iron	4 to 6 by 7 to 12	80	8
Light iron	4 to 6 by 7 to 10	112	8 to 10

For 3 furrows		$65 00
Wood beam		5 00
Trenching	27 00 to	42 00
For deep cultivation	24 00 to	28 00
Triangular cultivating	18 00 to	24 00
Brabant, or Turnover, 3½ cwts		45 00
Double subsoil 2½ cwts		32 00
Single subsoil 2 cwts		25 00
Potato, from 1¼ to 2½ cwts	17 00 to	27 00
Multiple	75 00 to	100 00

STEAM POWER.

Agricultural locomotive engines	1,750 00 to	2,950 00
Single cylinder portable engines, 3 to 10 horse-power	650 00 to	1,250 00
Double cylinder portable engines, 8 to 35 horse-power	1,250 00 to	4,000 00
Single cylinder, semi-fixed engine, 3 to 10 horse-power	625 00 to	1,250 00
Fixed horizontal engines, 10 to 30 horse-power	650 00 to	1,750 00
Traction engines, 10 to 30 horse-power	1,800 00 to	2,350 00

STEAM THRASHERS.

54 to 60-inch drum	700 00 to	850 00
Double-blast, 48 to 60 inch drum	700 00 to	800 00
Single blast, 48 to 60 inch drum	650 00 to	740 00
Light machines	550 00 to	800 00
3 to 5½ feet wide	625 00 to	925 00

LAWN-MOWERS.

8 to 40 inches wide	8 00 to	40 00
Combined lawn-mower and reaper, 25 to 30 inches	70 00 to	140 00
6 to 48 inches wide	10 00 to	160 00

HARROWS.

Light	12 00 to	27 00
Medium	13 00 to	32 00
Heavy	16 00 to	37 00
Zigzag, 1 to 2¾ cwts	15 00 to	24 00
Drag, 2¼ to 3 cwts	27 00 to	33 00
Self-lifting wheel, 3¼ to 5¼ cwts	38 00 to	57 00

HAY-MAKERS.

6 feet 9 inches to 8 feet wide	60 00 to	85 00
Howard's		80 00
Light		65 00
Three-wheel		84 00

CHAFF-CUTTERS.

Chaff-cutters		$13 00
Chaff-cutters, fixed mouth		15 00
Chaff-cutters, rising mouth		25 00
Chaff-cutters, rising mouth, 12 by 3 inches to 15 by 4 inches	$50 00 to	80 00
Chaff-machines	12 00 to	125 00
Chaff-cutters	11 00 to	100 00

HAY-RAKES.

20 to 32 teeth, wheel 36 to 54 inches	45 00 to	65 00
Howard's self-acting, 24 to 28 teeth	60 00 to	80 00
Horse-rakes	45 00 to	60 00
Do	53 00 to	72 00

HORSE-GEARS.

One-horse		80 00
Two-horse		90 00
Three-horse		140 00

MISCELLANEOUS.

Square churns, fly-wheel and gland joints, holding 12 to 48 gallons, to make 35 to 40 pounds of butter	15 00 to	25 00
Oat and bean splitters	13 00 to	24 00
Oil-cake machines	12 00 to	33 00
Horse pitchforks		15 00
Corn-drills, 6 to 11 drills	95 00 to	140 00
Seed-drills, hand-power		55 00
Winnowing machines		190 00
Elevator and stacking machines		170 00
Root-pulpers and turnip machines	17 00 to	33 00

Prices of American implements.

MOWERS.

Champion:		
4-foot cut		$75 00
4½-foot cut		80 00
Combined* 4½- to 5-foot cut	$90 00 to	95 00

REAPERS.

Champion:		
5-foot cut (light)		115 00
5-foot cut		130 00
6-foot cut		135 00

COMBINED REAPERS AND MOWERS.

Champion:		
4½-foot cut, dropper attachment		120 00
5-foot cut, dropper attachment		125 00
4½-foot cut, self-raking attachment		150 00
5-foot cut, self-raking attachment		155 00
4½-foot, with both attachments		170 00
5-foot, with both attachments		175 00
Champion harvester and cord binder		260 00

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* To the "combined" mower a reaping attachment can be added when desired.

PLOWS.

Deere & Co.:		
Wood beam, cast steel, 12 to 16 inch cut	$16 25 to	$22 25
Iron beam, cast steel, 10 to 16 inch cut	16 00 to	25 75
Turf and stubble, wood beam, cast steel, 11 to 16 inch cut	17 00 to	23 00
Turf and stubble, iron beam, cast steel, 13 to 16 inch cut	22 50 to	26 20
Breaking, rolling cutter 10 to 16 inch cut	24 50 to	32 00
Breaking, standing cutter, 12 to 18 inch cut	26 00 to	37 00
Road and subsoil, 10 to 12 inch	28 00 to	30 00
Double sod and trench		38 00
Railroad grading, 10 to 12 inch	45 00 to	50 00
Gang, 12-inch		110 00
Gang 13-inch		115 00
Cassaday gang, 12 or 14 inch		85 00

The Oliver Chilled Plow Works also have a list of fourteen plows, ranging by numbers from $4.50 to $14.

SULKY PLOWS.

Cassaday	50 00 to	60 00

CORN CULTIVATORS.

"Buckeye":		
Iron beam, walking		28 00
Wood beam, walking	27 00 to	28 00
Wood beam, combined riding and walking	35 00 to	36 00
Wood beam, riding	40 00 to	45 00
"Baker"		35 00
Deere & Co.:		
Iron beam, walking	28 50 to	31 50
Wood beam, walking	27 00 to	30 00
Combined walking and riding	41 00 to	43 00

GRAIN DRILLS.

"Buckeye":		
8 to 13 hoes	70 00 to	100 00
One-horse	22 00 to	30 00
Combined grain and fertilizer, 8 to 13 hoes	100 00 to	115 00
"Baker":		
Wood and gas-pipe frame, 8 to 10 hoes	50 00 to	58 00
Combined grain and fertilizer, 8 to 12 hoes	72 00 to	80 00

BROADCAST SEEDERS.

"Buckeye"		70 00
"Buckeye" seeder and cultivator	65 00 to	80 00
"Baker"	40 00 to	55 00

SULKY HARROWS.

"Baker"	27 00 to	38 00
"Buckeye," 6 to 7½ feet wide, 15 to 19 teeth	45 00 to	50 00

HARROWS.

Deere & Co	10 00 to	24 00

HAY RAKES.

Champion, horse	22 00 to	28 00

MISCELLANEOUS.

Mudgett hay tedder		$55 00
Deere & Co. :		
Single shovel plow, wood		4 50
Single shovel plow, iron		5 00
Double shovel plow, wood		5 00
Double shovel plow, iron	$6 50 to	7 00
Junior Buckeye cider-mills, 1 tub		25 00
Senior Buckeye cider-mills, 2 tubs		35 00

In writing relative to investigation of prices of agricultural implements Special Agent Moffat says:

It is extremely difficult to report the exact prices as derived from the price-lists, for the reason that in many cases the "extras of packing, additional parts, &c., tend to increase the cost; but a greater difficulty arises from the discount system, which largely varies the price of a given article as marked in the lists. On agricultural machinery a reduction of from 10 to 20 per cent. can always be obtained for cash, and one firm which sent me its lists announced that in pitchforks, shovels, and other small iron ware, discounts ranged from 35 to 52 per cent. To arrive, therefore, at the selling price of implements mentioned in the accompanying list a liberal reduction must be made as the published prices are given.

All American machines can be obtained in London either from special resident agents or from general commission houses. The acknowledged excellence of American agricultural implements has opened a large market both here and on the continent for their sale, and the results to some of our leading manufacturers have been most satisfactory. Others who have attempted to introduce their manufactures here have signally failed, as competition on the home market with English manufacturers, who are keenly alive to any new implements, is most difficult.

It should be stated, also, as an offset to such allowance of reductions, that the manufacturers of the United States make no extra charges for packing, which restores the equality between the rates as stated. The prices of American implements are also retail prices, and subject to large reductions to retail dealers and commission agents.

THE ENGLISH WOOL TRADE OF 1882.

The year just closing has not been a particularly successful one for the English wool-dealers, who have been forced to content themselves with very moderate profits, if any profits were obtained at all. The same remark applies to the wool-growers, many of whom on looking over their profit and loss account for the year will find the debit side the heaviest. The Bradford correspondent of the London Chronicle sums up the results of the year in gloomy tones, and trusts to the new twelve months to retrieve the fortunes of the last. The statistics and comments on the wool trade he presents are of so much interest that I do not hesitate to draw upon his communication liberally. The first prominent fact is that the stock census of 1882 showed that there were 27,392,871 sheep and lambs in Great Britain, a decrease of 446,000 as compared with 1881. The number of sheep has been steadily going down since 1874, when the returns for that year reached 34,837,597, the largest decrease being from 1879 to 1880, when there was a loss of over 2,000,000.

The estimated clip of English wool for 1882 is 129,000,000 pounds, as against 138,000,000 pounds for 1881 and 148,000,000 pounds for 1880, a falling off of 19,000,000 pounds in two years. The amount exported in the eleven months of the year was 13,047,200 pounds, as against 12,438,500 pounds exported in the twelve months of 1881. Germany was a heavy buyer, with a total of 3,168,500 pounds, as compared with 2,271,100 pounds in 1881. The greatest quantity was purchased by America, 4,746,600 pounds, against 5,812,900 pounds in 1881.

The United States are, as a rule, the best purchasers of Bradford products, but in 1882 American manufacturers are said to have shown a preference for Scotch and carpet wools. An examination of the export of wool for the year, excluding the month of December, shows the quantity of wool retained for home consumption to be about 125,000,000 pounds, as against 131,000,000 pounds in 1881. The quantity of foreign and colonial wool imported into the country during the year has reached a total of 481,000,000 pounds, against 430,812,211 pounds in 1881, and 441,613,331 in 1880. The value of this wool imported (eleven months of the year) was $125,201,900, against $118,233,740 in the corresponding period of 1881. Australia furnished the largest supplies, the imports from that country reaching 335,880,106 pounds in 1882, against 324,760,729 for the eleven months of 1881. The value of the wool, however, was less by over 10 per cent. in 1882, the figures being $88,110,370, against, $98,487,995 in 1881. A large proportion of this wool is re-exported to France and other countries, and the estimate for 1882 under this head is 245,000,000 pounds, against 243,380,217 pounds in 1881 and 215,556,689 pounds in 1880.

Another noticeable feature is that the imports of alpaca, in which is included vicuna, a branch in which the manufacturers of vicuna cloth have achieved some success, again show signs of development. Under this heading the imports for 1880 amounted to 1,874,900 pounds; 1881, 2,595,690 pounds; and 1882, 4,022,243 pounds. The mohair trade was once a profitable branch of the manufacture of textile, but 1881 showed a decrease of 4,000,000 pounds; in 1882, however, an improvement was noticed, and the former decrease has been balanced, as the following statistics show: 1880, 12,726,813 pounds; 1881, 8,726,813; and 1882 (eleven months), 15,779,194. The value of these raw materials imported was, for the two periods mentioned: Alpacas, 1881, $835,680; 1882, $1,242,020; mohair, 1881, $3,237,725; 1882, $6,798,435. Another noticeable feature in the Yorkshire clothing industries, relating more particularly to the heavy woolen and shoddy districts, is that the demand for "woolen rags, torn up or not," to be used as wool, shows a development, there being an increase of 8,000,000 pounds in a total of 30,000,000 pounds of this material imported.

The wool trade during the whole of 1882 has been of a most discouraging character, and may be fairly characterized as the worst year dealers have experienced for a considerable period. The price of "Irish hogs," a representative class of wools, was lower in 1882 than for thirty years past. The value of Lincoln wool shows the same decline, falling from 26 cents to 22½ cents per pound. The average price for this class of wool for the past thirty years was 36½ cents. As compared with average years, the Lincoln growers are estimated to have lost about $1,750,000, and taking the country generally, the amount of money the English growers received for 1882 sales, as compared with the thirty years' average, will fall short $25,000,000 or $30,000,000. The amount of business done throughout the year in English wool has been small, particularly with regard to wool coming direct from the producer to the consumer. Luster wools have been at as great discount as during the previous two or three years, and as a considerably large quantity of wool held for speculation has been thrown quite recently upon the market, it has added already to the prevalent depression.—E. J. M.

AGRICULTURAL STATISTICS OF IRELAND.

The official statistics of Irish agriculture for the year 1882, as reported by the Registrar-General, are as follows:

The total extent of crops in 1882 was 5,081,048 acres, being a decrease on the extent in 1881 of 114,327 acres, or 2.2 per cent. For 1881 the extent returned under grass was 10,110,079 acres, being an increase of 34,655 acres; the extent returned as fallow in 1881 was 21,204 acres, and in 1882, 21,263 acres; the extent under woods and plantations in 1881 was 328,703 acres, against 329,088 acres in 1882; and the extent returned under "bog and marsh, barren mountain land, &c.," in 1881 was 4,708,047 acres, against 4,787,275 acres in 1882. Of the acreage thus returned in 1882, 1,818,958 acres have been entered by the enumerators as bog and marsh, and 2,095,448 as barren mountain land.

Total extent under crops.

The extent of land under tillage in 1881 was 3,194 acres, in 1882 the amount returned is 3,119,275 acres, being a decrease of 75,071 acres.

Cereal crops.—Compared with 1881, there appears a decrease of 1,074 acres in the acreage under wheat, of 22,650 acres in barley, and of 696 acres in beans and pease. There is an increase of 3,992 acres in oats, and of 72 acres in bere and rye; leaving a net decrease of 20,356 acres in the extent under cereal crops.

Green crops.—The acreage under potatoes has decreased by 17,374 acres; turnips, by 1,234 acres; mangel-wurzel and beet root, by 8,532 acres; carrots, parsnips, and other green crops, by 737 acres; and vetches and rape, by 1,547 acres. The extent under cabbage increased by 8,352 acres, leaving a net decrease of 21,072 acres in the extent under green crops.

Flax.—The acreage under flax in 1881 was 147,145 acres, and in 1882 the extent returned under this crop is only 113,502 acres, being a decrease of 33,643 acres.

Meadow and clover.—In 1881 there were 2,001,029 acres returned under meadow and clover; in 1882 the extent returned under this crop amounts to 1,961,773 acres, being a decrease of 39,256 acres.

The following statements show the acreage under each crop in 1881 and 1882, with the increase or decrease in the latter year:

CEREAL CROPS.

	1881.	1882.	Loss or gain in 1882.
	Acres.	*Acres.*	*Acres.*
Wheat	153, 794	152, 720	— 1, 074
Oats	1, 393, 312	1, 397, 304	+ 3, 992
Barley	210, 093	187, 443	—22, 650
Bere and rye	8, 062	8, 134	+ 72
Beans and pease	11, 914	11, 218	— 696
Total	1, 777, 175	1, 756, 819	—20, 356

Decrease in cereal crops in 1882, 20, 356 acres.

GREEN CROPS.

	1881.	1882.	Loss or gain in 1882.
	Acres.	*Acres.*	*Acres.*
Potatoes	855, 293	837, 919	—17, 374
Turnips	295, 212	293, 978	— 1, 234
Mangel-wurzel and beet root	44, 838	36, 306	— 8, 532
Cabbage	28, 496	36, 848	+ 8, 352
Carrots, parsnips, and other green crops	31, 404	30, 667	— 737
Vetches and rape	14, 783	13, 236	— 1, 547
Total	1, 270, 026	1, 248, 954	—21, 072

Decrease in green crops, 21,072 acres.

Table showing the area under the several crops in each year, from 1878 *to* 1882, *inclusive.*

	1878.	1879.	1880.	1881.	1882.
	Acres.	*Acres.*	*Acres.*	*Acres.*	*Acres.*
Wheat	154, 041	157, 511	148, 708	153, 794	152, 720
Oats	1, 412, 845	1, 330, 261	1, 381, 928	1, 393, 312	1, 397, 304
Barley	243, 604	254, 292	218. 016	210, 093	187, 443
Bere and rye	11, 451	9, 652	7, 668	8, 062	8, 134
Beans and pease	9, 580	10, 151	10, 157	11, 914	11, 218
Potatoes	846, 712	842, 671	820, 651	855, 293	837, 919
Turnips	330, 243	314, 697	302, 695	295, 212	293, 978
Mangel-wurzel and beet root	45, 219	51, 155	41, 515	44, 838	36, 306
Cabbage	39, 498	33, 438	36, 402	28, 496	36, 848
Carrots, parsnips, &c	35, 139	34, 218	32, 061	31, 404	30, 667
Vetches and rape	21, 052	18, 511	13, 918	14. 783	13, 236
Flax	111, 817	128, 021	157, 540	147, 145	113, 502
Total under tillage	3, 261, 201	3, 184, 578	3, 171, 259	3, 194, 346	3, 119, 275
Meadow and clover	1, 942, 804	1, 937, 255	1, 909, 825	2, 001, 029	1, 961, 773
Total extent under crops	5, 204, 005	5, 121, 833	5, 081, 084	5, 195, 375	5, 081, 048

General summary of cereal, green crops, &c.

	1881.	1882.	Gain or loss in 1882.
	Acres.	*Acres.*	*Acres.*
Cereal crops	1, 777, 175	1, 756, 819	20, 356
Green crops	1, 270, 026	1, 248, 954	21, 072
Flax	147, 145	113, 502	33, 643
Total under tillage	3, 194, 346	3, 119, 275	75, 071
Meadow and clover	2, 001, 029	1, 961, 773	39, 256

Total decrease in the total extent of land under crops in 1882, 114,327 acres.

Average area for 10 *years.*

Crops.	Average yearly extent in the ten years 1872 to 1881.	Extent in 1881.	Extent in 1882.
	Statute acres.	*Statute acres.*	*Statute acres.*
Wheat	161, 287	153, 794	152, 824
Oats	1, 460, 013	1, 393, 312	1, 397, 307
Barley	226, 767	210, 093	187, 254
Bere and rye	9, 658	8, 062	8, 136
Potatoes	880, 748	855, 293	837, 918
Turnips	328, 255	295, 212	294, 070
Mangel-wurzel and beet root	43, 491	44, 838	36, 316
Flax	126, 021	147, 145	113, 484
Hay	1, 906, 683	2, 001, 029	1, 962, 152

Average yield per acre for 10 *years.*

Crops.	Average rate of produce per acre for the ten years 1872 to 1881.	Average rate of produce per acre in 1881.	Average rate of produce per acre in 1882.
Wheat ... cwts..	13. 8	14. 9	13. 6
Oats ... do...	13. 3	14. 1	13. 1
Barley ... do ..	16. 1	15. 8	14. 7
Bere ... do...	15. 7	14. 5	14. 5
Rye ... do...	11. 6	10. 5	10. 9
Potatoes ... tons..	3. 1	4. 0	2. 4
Turnips ...	12. 5	12. 9	11. 5
Mangel-wurzel and beet root ... tons..	13. 4	13. 4	11. 9
Flax, in stones of 14 pounds ...	28. 2	30. 8	29. 1
Hay ... tons..	2. 0	2. 0	2. 1

Average production of 10 *years.*

Crops.	Average yearly amount of produce for the ten years 1872 to 1881.	Produce in 1881.	Produce in 1882.
Wheat ... cwts .	2, 228, 940	2, 297, 131	2, 075, 440
Oats ... do...	19, 394, 948	19, 703, 074	18, 286, 495
Barley ... do...	3, 645, 426	3, 326, 916	2, 753, 214
Bere ... do...	10, 981	6, 880	5, 252
Rye ... do...	104, 100	79, 946	84, 403
Potatoes ... tons..	2, 752, 507	3, 433, 593	1, 994, 364
Turnips ... do...	4, 110, 310	3, 820, 946	3, 392, 361
Mangel-wurzel and beet root ... do...	580, 709	601, 792	433, 078
Flax ... do...	22, 194	28, 332	20, 622
Hay ... do...	3, 820, 813	3, 989, 834	4, 115, 162

RETURNS OF LIVE STOCK.

It appears from the following table that between 1881 and 1882 there was an increase in the number of cattle amounting to 30,252, and in the number of pigs amounting to 334,100, while there was a decrease in the number of sheep amounting to 184,692, and in the number of horses and mules amounting to 9,026.

Live stock of Great Britain.

	1871.	1872.	1881.	1882.
Cattle:				
England ...	3, 671, 064	3, 901, 663	4, 160, 085	4, 081, 735
Wales ...	596, 588	602, 738	655, 345	644. 510
Scotland ...	1, 070, 107	1, 120, 593	1, 096, 212	1, 081, 246
Great Britain ...	5, 337, 759	5, 624, 994	5, 911, 642	5, 807, 491
Sheep:				
England ...	17, 530, 407	17, 912, 904	15, 382. 856	14, 947, 994
Wales ...	2, 706, 415	2, 867, 144	2, 466, 945	2, 517, 914
Scotland ...	6, 882, 747	7, 141, 459	6, 731, 252	6, 853, 860
Great Britain ...	27, 119, 569	27, 921, 507	24, 581, 053	24, 319, 768
Pigs:				
England ...	2, 078, 504	2, 347, 512	1, 733, 280	2, 122, 625
Scotland ...	225, 456	238, 317	191, 792	233, 694
Wales ...	195, 642	185, 920	123, 018	154, 083
Great Britain ...	2, 499, 602	2, 771, 749	2, 048, 090	2, 510, 402

ACREAGE UNDER BRITISH CROPS.

Summary of total acreage under each principal crop.

Principal crops.	1871.	1872.	1881.	1882.
	Acres.	*Acres.*	*Acres.*	*Acres.*
Wheat:				
England	3, 312, 550	3, 336, 888	2, 641, 045	2, 829, 491
Wales	126, 334	126, 367	90, 026	95, 387
Scotland	133, 010	135, 702	74, 738	79, 082
Great Britain	3, 571, 894	3, 598, 957	2, 805, 809	3, 003, 960
Barley or bere:				
England	1, 964, 210	1, 896, 403	2, 029, 499	1, 857, 542
Wales	169, 751	168, 014	142, 318	135, 493
Scotland	251, 822	251, 915	270, 517	262, 234
Great Britain	2, 385, 783	2, 316, 332	2, 442, 334	2, 255, 269
Oats:				
England	1, 454, 144	1, 442, 075	1, 627, 004	1, 533, 452
Wales	253, 672	256, 074	243, 544	251, 033
Scotland	1, 007, 891	1, 007, 688	1, 030, 727	1, 049, 380
Great Britain	2. 715, 707	2, 705, 837	2, 901, 275	2, 833, 865
Potatoes:				
England	391, 531	339, 056	347, 733	332, 243
Wales	51, 853	48, 417	42. 440	41, 674
Scotland	184, 307	176, 615	189, 161	167, 147
Great Britain	627, 691	564, 088	579, 334	541, 064
Turnips and Swedes:				
England	1, 592, 933	1, 512, 496	1, 478, 682	1, 462, 824
Wales	69, 833	69, 185	66, 356	67, 695
Scotland	500, 978	501, 826	490. 604	493, 807
Great Britain	2, 163, 744	2, 083, 507	2, 035, 642	2, 024, 326
Clover, &c., under rotation:				
England	2, 694, 370	2, 822, 392	2, 548, 952	2, 546, 272
Wales	375, 086	370, 850	331, 401	314, 204
Scotland	1, 299, 992	1, 320, 209	1, 461, 932	1, 466, 916
Great Britain	4, 369, 448	4, 513, 451	4, 342, 285	4, 327, 392
Permanent pasture:				
England	9, 881, 833	9, 990, 828	11, 655, 825	11, 800, 728
Wales	1, 494, 465	1, 531, 884	1, 815, 413	1, 837, 057
Scotland	1, 059, 144	1, 052, 894	1, 172, 159	1, 183, 890
Total	12, 435, 442	12, 575, 606	14, 643, 397	14, 821, 675
Total acreage under crops, bare, fallow, and grass:				
England	23, 717, 660	23, 830, 197	24, 663, 937	24, 736. 192
Wales	2, 604, 817	2, 635, 642	2. 784, 963	2, 793, 346
Scotland	4, 516, 090	4, 538, 334	4, 762, 612	4, 783, 833
Total	30, 838, 567	31, 004, 173	32, 211, 512	32, 313, 371

LAWES AND GILBERT'S EXPERIMENTS.

Dr. J. B. Lawes, of Rothamstead, England, gives the following results of experiments so long continued at the experimental farm of Lawes and Gilbert:

BUSHELS OF DRESSED CORN PER ACRE.

	Unmanured, plot 3.	Farm-yard manure, plot 2.	Artificial manures.			Mean of plots 7, 8, and 9.	Mean of plots 3, 2, and 7, 8, 9.
			Plot 7.	Plot 8.	Plot 9.		
1882	11	32¾	35¾	37	31¾	34⅞	*26¼
Average:							
Ten years, 1872–1881	10¼	28⅞	26⅞	31¼	34¾	31	†23⅜
Twenty years, 1852–1871	14⅝	35⅞	35¼	38⅜	36⅞	36⅞	‡28⅞
Thirty years, 1852–1881	13⅛	33½	32½	35⅞	36⅛	34⅞	§27⅛

WEIGHT PER BUSHEL OF DRESSED CORN, POUNDS.

	Unmanured, plot 3.	Farm-yard manure, plot 2.	Plot 7.	Plot 8.	Plot 9.	Mean of plots 7, 8, and 9.	Mean of plots 3, 2, and 7, 8, 9.
1882	58¾	59⅝	60	59⅛	59¾	59⅝	59⅜
Average:							
Ten years, 1872–1881	57⅞	59¾	59½	59¼	58¾	59⅛	58⅞
Twenty years, 1852–1871	57⅝	60	59¼	59	58⅜	58⅞	58⅞
Thirty years, 1852–1881	58	60	59¼	59⅛	58½	59	59

TOTAL STRAW, CHAFF, &c., PER ACRE, HUNDRED-WEIGHTS.

	Unmanured, plot 3.	Farm-yard manure, plot 2.	Plot 7.	Plot 8.	Plot 9.	Mean of plots 7, 8, and 9.	Mean of plots 3, 2, and 7, 8, 9.
1882	9¾	35⅝	51⅛	63½	56	56⅞	34⅛
Average:							
Ten years, 1872–1881	8½	28	28¾	36¾	40¾	35⅜	24
Twenty years, 1852–1871	13	33⅞	35⅜	41⅜	41½	39⅜	28¾
Thirty years, 1852–1881	11½	32	33	39¾	41¼	38	27⅛

* Equal to 25⅝ bushels, at 61 pounds per bushel.
† Equal to 22⅝ bushels, at 61 pounds per bushel.
‡ Equal to 27⅞ bushels, at 61 pounds per bushel.
§ Equal to 26¼ bushels, at 61 pounds per bushel.

English agricultural imports for 1882.

Imports.	Quantities.		Values.	
	1881.	1882.	1881.	1882.
Animals, living:				
Oxen and bulls	251, 635	264, 317	£5, 476, 177	£5, 615, 776
Cows	31, 056	45, 043	605, 523	876, 629
Calves	36, 683	34, 340	170, 877	161, 207
Sheep and lambs	935, 244	1, 124, 391	2, 191, 962	2, 558, 827
Swine	24, 273	15, 670	81, 917	57, 539
Bacon ... cwts	3, 858, 855	2, 348, 060	8, 848, 623	6, 224, 909
Beef:				
Salted ... cwts	248, 698	227, 748	480, 937	491, 864
Fresh, from United States ... do	744, 978	443, 422	1, 970, 155	1, 232, 726
Fresh, from other countries ... do	67, 791	17, 237	193, 073	48, 947
Butter and butterine ... do	2, 046, 421	2, 167, 428	10, 861, 599	11, 339, 226
Cheese ... do	1, 840, 190	1, 692, 495	5, 228, 661	4, 742, 368

English agricultural imports—Continued.

Imports.	Quantities.		Values.	
	1881.	1882.	1881.	1882.
Cotton:				
Raw, from United States ... cwts	10, 760, 750	£10,197,859	31, 051, 750	£30, 047, 906
Raw, from Brazil ... do	353, 324	482, 732	1, 052, 617	1, 509, 649
Raw, from Egypt ... do	1, 588, 110	1, 306, 636	5, 637, 603	4, 926, 558
Raw, from British India ... do	1, 768, 693	3, 635. 525	4, 336, 638	9, 114, 328
Raw, from other countries ... do	481, 487	171, 814	1, 392, 970	594, 399
Total	14, 952, 724	15, 794, 566	43, 501, 578	46, 192, 840
Eggs ... dozens	63, 066, 450	67, 572, 340	2, 322, 607	2, 381, 882
Flax and tow:	1, 362, 999	1, 488, 110	2, 212, 229	2, 225, 671
From Germany ... cwts	64, 130	65, 007	108, 319	100, 366
From Holland ... do	101, 897	118, 768	294, 708	328, 027
From Belgium ... do	226, 317	233, 702	732, 512	852, 827
From other countries ... do	26, 419	61, 382	50, 504	101, 325
Total	1, 781, 762	1, 966, 969	3, 398, 272	3, 608, 216
GRAIN.				
Wheat:				
Russia ... cwts	4, 018, 895	9, 571, 021	£2, 171, 373	£4, 714, 156
Germany ... do	1, 361, 724	3, 083, 921	812, 476	1, 733, 558
France ... do	6, 693	7, 379	3, 471	3, 507
Turkey ... do	33, 532	526, 439	17, 157	248, 397
Roumania ... do	214, 855	194, 591	97, 319	78, 911
Egypt ... do	1, 070, 488	174, 862	525, 650	80, 947
United States, Atlantic ports ... do	24, 796, 551	20, 347, 230	13, 744, 739	10, 923, 917
United States, Pacific ports ... do	11, 241, 523	14, 712, 393	6, 310, 327	8, 221, 058
Chili ... do	1, 091, 803	1, 656, 361	582, 690	874, 072
British India ... do	7, 308, 842	8, 477, 479	3, 836, 852	4, 359, 704
Australia ... do	2, 978, 130	2, 475, 127	1, 719, 925	1, 429, 615
British North America ... do	2, 860, 854	2, 684, 828	1, 617, 404	1, 452, 384
Other countries ... do	58, 779	259, 991	27, 423	116, 873
Total	57, 042, 669	64, 171, 622	31, 466, 804	34, 237, 099
Barley ... cwts	9, 811, 051	15, 519, 850	4, 069, 402	5, 551, 498
Oats ... do	10, 336, 795	13, 646, 151	3, 781, 013	4, 603, 983
Pease ... do	1, 972, 724	2, 100, 197	797, 299	827, 817
Beans ... do	2, 070. 199	2, 074, 293	820, 521	807, 465
Indian corn ... do	33, 429, 722	18, 255, 285	10, 392, 460	6, 522, 070
Wheat, meal, and flour:				
Germany ... cwts	1, 388. 218	1, 990, 403	1, 215, 356	1, 647, 478
France ... do	203, 296	220, 269	173, 048	192, 010
United States ... do	7, 696, 415	7, 777, 262	5, 970, 070	6, 080, 799
British North America ... do	260, 342	339, 305	205, 090	262, 182
Other countries ... do	1, 812, 139	2, 701, 466	1, 642, 243	2, 454, 464
Total	11, 360, 410	13, 028, 705	9, 205, 807	10, 631, 933
Indian corn meal	25, 137	16, 422	24, 007	21, 956
Guano ... tons	50, 072	45, 095	488, 888	390, 239
Hams ... cwts	747, 009	548, 507	1, 831. 554	1, 523, 331
Hops ... do	146, 710	315, 377	690, 252	2, 858 302
Lard ... do	855, 792	665. 885	2, 202, 612	1, 862, 435
Pork (salted) ... do	349, 709	266, 259	607, 111	524, 764
Pork (fresh) ... do	30, 274	23, 430	70, 979	57, 261
Potatoes ... do	4, 037, 577	2, 997, 514	1, 097, 511	998, 876
Rice ... do	8, 479, 341	8, 249, 719	3, 666, 269	3, 297. 414
Tallow and stearine ... do	1, 192, 651	1, 118, 839	2, 101, 503	2, 255, 617
Tobacco:	47, 285, 480	35, 800, 472	1, 390, 800	1, 174, 969
Unmanufactured ... lbs				
Manufactured ... do	3, 070, 432	4, 070, 816	1, 231, 802	1, 388, 220

TRANSPORTATION RATES IN EUROPE.

GREAT BRITAIN.

In February, 1882, Parliament appointed a select committee to inquire into the whole subject of railway rates, and to report as to any amendment of the laws and practice affecting such charges. Their report, which was submitted a few months ago, showed that the subject had been carefully studied, and presented in addition a vast amount of valuable testimony from railway managers and experts which amply sustained the conclusions of the committee.

The complaints against railway companies in respect to goods traffic, submitted to the committee, were arranged under the following heads:

1. That rates in excess of the maximum authorized by the special acts are in many cases exacted.

2. That on the same line of railway higher rates are charged on some kinds of goods as compared with others, although the cost to the company of performing the service is no greater in the one case than in the other.

3. That in many cases lower rates are charged for goods imported or for export than for the same articles produced or for consumption in this country.

4. That preferential rates are granted to one port or town as against another.

5. That rates are now, in certain instances, much higher than they were many years ago, and that excessive although not illegal rates prevent the development of traffic, to the prejudice of the public, and of railways themselves.

6. That the difficulties in the way of obtaining redress by private individuals against railway companies for overcharge or illegal preference are almost insuperable.

7. That in consequence of the multiplicity of private acts, imperfect classification, and defective rate books, it is almost impracticable to ascertain the particular class to which any article belongs, and the rates which the railway company will charge or is authorized to charge for its conveyance.

I. Numerous witnesses testified that in many instances railway companies make charges for the carriage of goods much in excess of the maximum rates authorized by special acts, particularly for articles of agricultural consumption or production, such as manures, hops, milk, vegetables, &c. In answer, the railway companies admitted that some charges were in excess, but claimed that "maximum" rates should not be held to apply simply to mileage; that the complaints applied to only a small proportion of the traffic, the great bulk of which is carried at rates which are below the legal maximum rates; and that, in addition to the mileage rates, they are entitled to make a charge for what are called "terminals," *i. e.*, the accommodation and convenience afforded, and the services performed in respect to the goods at the receiving and delivering stations. After a full review of the facts, the committee report that it is an open legal question whether the companies were exceeding their legal powers, and recommended, on the merits of the question, that Parliament should recognize the right of railways to charge for "station terminals"—a finding clearly in favor of the practice of the railways not considering the "maximum" rate to include terminals.

II, III, and IV. The complaint of excessive rates being charged for some kinds of goods as compared with others, and preferential rates for goods exported or imported, or conveyed to one port or town as against others, were substantiated. Foreign hops, for example, are conveyed from Boulogne via Folkstone to London at 17*s.* 6*d.* per ton, while the charge for hops from Ashford on the same line of railway to London is 35*s.* per ton, or double for a far shorter distance. The beef of American cattle slaughtered at the wharf in Glasgow is carried to London for 45*s.* per ton, while the rate for meat of home cattle under similar conditions is 77*s.* per ton.

Bale goods from Manchester for export are conveyed to London at the rate of 25*s.*

per ton, but 40*s.* is charged for packed goods to warehouses in London, and so in many other cases. The rate for cotton to Manchester from Barrow-in-Furness, a distance of 87 miles, is 9*s.* per ton, and the same rate is charged from Fleetwood, 50 miles, and also from Liverpool, 31 miles. These anomalies were admitted by the companies, but defended by them on the ground that if the goods were not carried at the lower rates, the traffic would go by some other route, or not be forwarded at all, and it is contended that the public do not suffer by preferential rates. On the other hand, it is asserted that the policy diverts trade from its natural channels; and that to enable companies to give low rates in some cases, unduly high rates must be charged in others, and that the general public interest suffers in consequence. Admitting the difficulty of the question, and the injustice of some of the charges and preferential rates, the committee reported that they could not recommend any new legislative interference for the purpose of enforcing upon railway companies equality of charges.

V. The complaint of the increase of rates in recent years was sustained, but its effect on the development of trade was not decided.

VI and VII. The difficulty in the way of a private individual getting redress from a railway company admitted of no question, and the remedy suggested was to make the railway commission permanent, and to extend its jurisdiction to (*a*) all questions arising under special acts or the public statutes for regulating railway or canal traffic affecting passengers or goods; (*b*) the making of orders which may necessitate the co-operation of two or more railway or canal companies within the statutory obligations of the companies; (*c*) power to order through rates on the application of traders, but no such order to impose on a railway company a rate lower than the lowest rate of such railway company for similar articles under similar circumstances; (*d*) the revision of tariff agreements, both of railways and canals, in as large a measure as the powers formerly exercised by the Board of Trade; (*e*) the granting of damages and redress for illegal charges and undue preferences; (*f*) the commissioners to have power on the joint application of parties to act as referees in rating appeals.

In conclusion, the committee report that, on the whole of the evidence, they acquit the railway companies of any grave dereliction of their duty to the public; that the rates for merchandise on the railways of the United Kingdom are in the main considerably below the maxima authorized by Parliament, although the charges appear to be higher for longer distances than on many continental lines, but that, on the other hand, the service on the home railways is performed much more rapidly than on the continent.

For the valuable tables herewith presented, I am indebted to the kindness of Mr. Edwin I. Pearson, a statistician of London, who has for some time past made the subject of railway rates a special study.

EDWIN J. MOFFAT.

In studying the tables of rates for the conveyance of agricultural produce on certain British railways sent herewith, it should be observed that the classification of goods in the tariff of the different railways in England is very imperfect and that uniformity in classification or rating is not observed as between the acts of different companies or among the various special acts of the same company. Almost every railway company levies rates under several acts applicable to different portions of its systems. In addition to this the exceptional and special rates granted by the railway companies are so numerous that it is impossible to define accurately the average rate per mile for the conveyance of any class of goods. The accompanying tables are only given as showing the rates for certain specified distances and from certain centers, such as London, Liverpool, &c.

It may be observed that the goods tariffs of certain railways differ considerably, and even the rates charged by the same railway for the conveyance of the same article for the same distances frequently vary according to locality or according as there is a competing line or not. It would be impossible to enter into an explanation of these differences except at great length, but it can easily be understood what a variety of circumstances might induce railway companies to grant special low rates to large manufacturers or large producers, or to lower their tariff where they feared competition by water or by another railway company.

E. I. P.

ENGLAND AND WALES.

GREAT EASTERN RAILWAY.

Statement showing the rate per mile on the Great Eastern Railway for the conveyance of grain and flour for the undermentioned distances.

Grain.					Flour.				
Distance.	Four-ton lots, per ton per mile.		Two-ton lots, per ton per mile.		Distance.	Five-ton truck loads, per ton per mile.		Two-ton lots, per ton per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*Miles.*	*d.*	*cts.*	*d.*	*cts.*
8	3.8	7.6	4.4	8.8	15	2.4	4.8	3.0	6.0
10	4.0	8.0	4.5	9.0	21	1.9	3.8	2.2	4.4
15	3.7	7.4	4.0	8.0	24	1.9	3.8	2.8	5.6
20	3.3	6.6	3.5	7.0	30	1.6	3.2	2.5	5.0
25	2.8	5.6	3.0	6.0	39	1.4	2.8	2.1	4.2
30	2.5	5.0	2.7	5.4	49	1.3	2.6	1.9	3.8
40	2.3	4.6	2.4	4.8	60	1.2	2.4	2.2	4.4
50	1.8	3.6	2.0	4.0	69	1.1	2.2	1.9	3.8
100	1.2	2.4	1.3	2.6	101	.9	1.8	1.3	2.6

GREAT EASTERN RAILWAY.

Statement showing the rate per mile on the Great Eastern Railway for the conveyance of potatoes for the undermentioned distances.

Distances.	Two-ton lots, per ton per mile.		Five-ton lots, per ton per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*
15	4.0	8.0	3.0	6.0
20	3.3	6.6	2.5	5.0
25	2.8	5.6	2.2	4.4
30	2.5	5.0	2.0	4.0
40	2.1	4.2	1.8	3.6
50	1.9	3.8	1.6	3.2
100	1.1	2.2	.9	1.8

GREAT NORTHERN RAILWAY.

RATES FROM YORK.

Statement showing the rate per mile on the Great Northern Railway for the conveyance of grain and cattle and sheep for the undermentioned distances.

Distances.		Grain.				Cattle and sheep.					
Miles from York.	Stations.	Quantities of not less than two tons, per ton per mile.		Quantities of not less than four tons, per ton per mile.		Small trucks, per truck per mile.		Medium trucks, per truck per mile.		Large trucks, per truck per mile.	
Miles.		*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
32	Wakefield	2.5	5.0			6.4	12.8	7.1	14.2	7.8	15.6
42	Bradfield					5.6	11.2	6.4	12.8	7.3	14.6
70	Lincoln	1.7	3.4			6.0	12.0	6.8	13.6	8.0	16.0
102	Boston	1.5	3.0			5.9	11.8	6.6	13.2	7.9	15.8
115	Spalding	1.5	3.0	1.3	2.6	5.7	11.4	6.4	12.8	7.4	14.8
157	Hitchin	1.3	2.6			5.6	11.2	6.4	12.8	7.4	14.8
190	London			1.0	2.0	5.6	11.2	6.3	12.6	7.3	14.6

GREAT NORTHERN RAILWAY.

RATES FROM NEWARK.

Statement showing the rate per mile on the Great Northern Railway for the conveyance of grain and cattle and sheep for the undermentioned distances.

Distances.		Grain.				Cattle and sheep.					
Miles from Newark.	Stations.	In quantities of not less than two tons, per ton per mile.		In quantities of not less than four tons, per ton per mile.		Small trucks, per truck per mile.		Medium trucks, per truck per mile.		Large trucks, per truck per mile.	
Miles.		*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
15	Grantham	2.6	5.2			6.8	13.6	7.8	15.6	8.8	17.6
23	Nottingham	1.3	2.6			5.0	10.0	5.7	11.4	6.5	13.0
40	Hallaton					6.3	12.6	7.3	14.6	8.3	16.6
61	Louth					5.9	11.8	6.7	13.4	8.0	16.0
75	Great Gremsby	1.3	2.6			4.8	9.6	5.4	10.8	6.4	12.8
79	Halifax			1.6	3.2	5.9	11.8	6.6	13.2	7.9	15.8
88	Hitchin	1.4	2.8			5.9	11.8	6.6	13.2	7.9	15.8
120	London			1.2	2.4	4.5	9.0	5.0	10.0	5.6	11.2

GREAT WESTERN RAILWAY.

RATES FROM LONDON (PADDINGTON.)

Statement showing the rate per mile on the Great Western Railway for the conveyance of grain, cattle, and sheep for the undermentioned distances.

Distances.		Grain, quantities of not less than two tons, per ton per mile.		Cattle and sheep, per truck per mile.					
Miles from London.	Stations.			Small trucks.		Medium trucks.		Large trucks.	
Miles.		*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
9	Southall	4.4	8.8	8.0	16.0	9.3	18.6	10.3	20.6
22	Toplow	2.3	4.6	6.8	13.6	7.9	15.8	9.0	18.0
41	Pangbonne	2.0	4.0	6.4	12.8	7.5	15.0	8.5	17.0
60	Wantage Road	1.5	3.0	6.3	12.6	7.0	14.0	8.3	16.6
66	Uffington	1.5	3.0						
77	Swindon	1.4	2.8	5.9	11.8	6.7	13.4	7.9	15.8

GREAT WESTERN RAILWAY.

RATES FROM BRISTOL—GRAIN AND CATTLE RATES.

Statement showing the rate per mile on the Great Western Railway for the conveyance of grain, cattle, and sheep, for the undermentioned distances.

Distances.		Grain, quantities not less than two tons, per ton per mile.		Cattle and sheep.					
Miles.	Stations.			Small trucks, per truck per mile.		Medium trucks, per truck per mile.		Large trucks, per truck per mile.	
		d.	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
12	Bath	2.5	5.0	7.0	14.0	8.0	16.0	9.0	18.0
24	Chippenham	2.1	4.2	6.8	13.6	7.9	15.8	8.9	17.8
31	Dauntsey	2.1	4.2	6.4	12.8	7.5	15.0	8.4	16.8
41	Swindon	2.0	4.0	6.4	12.8	7.5	15.0	8.5	17.0
52	Uffington	1.5	3.0	....	....	....	....	....	....
66	Didcot	1.5	3.0	6.0	12.0	6.7	13.4	8.0	16.0
71	Moulsford	1.5	3.0	6.0	12.0	6.8	13.6	8.0	16.0
82	Reading	1.3	2.6	6.0	12.0	6.8	13.6	8.1	16.2
100	Slough	*1.3	*2.6	5.9	11.8	6.6	13.2	7.9	15.8

*In quantities of not less than four tons.

GREAT WESTERN RAILWAY.

POTATO RATES.

Statement showing the rate per mile by the Great Western Railway for the conveyance of potatoes for the undermentioned distances.

Distance.		Rate per ton per mile.	
Miles.	Station.		
		d.	*cts.*
328	Penzance to London	1.6	3.2

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

GRAIN RATES.

Statement showing the rate per mile on the London, Brighton and South Coast Railway, for the conveyance of grain for the undermentioned distances.

Distance.		Rate per ton per mile.	
Miles.	Stations.		
		d.	*cts.*
11	Croydon to Redhill	3.6	7.2
20	London to Redhill	2.3	4.6
37	London to Horsham	1.5	3.0
37	Croydon to Cranleigh	1.5	3.0
44	Croydon to Bramley	.9	1.8
44	London to Rudgwick	1.3	2.6
47	Croydon to Guildford	1.7	3.4
48	London to Cranleigh	1.4	2.8
53	London to Bramley	.9	1.8
56	London to Guildford	.9	1.8
75	Croydon to Portsmouth	1.3	2.6
84	London to Portsmouth	1.1	2.2

SOUTHEASTERN RAILWAY.

GRAIN RATES.

Statement showing the rate per mile on the Southeastern Railway for the conveyance of grain for the undermentioned distances.

Distance.		Rate per ton per mile.	
Miles.	Stations.	*d.*	*cts.*
10	Croydon to Merstham	4. 5	9. 0
12	Croydon to Redhill	3. 3	6. 6
12	Guildford to Dorking	4. 6	9. 2
15	Guildford to Bletchworth	4. 0	8. 0
19	London to Merstham (Bricklayer's Arms)	2. 1	4. 2
21	London to Redhill	2. 1	4. 2
21	Guildford to Redhill	3. 6	7. 2
21	Croydon to Chilworth	3. 8	7. 6
23	Croydon to Merstham	3. 5	7. 0
27	London to Bletchworth (Bricklayer's Arms)	1. 9	3. 8
30	London to Chilworth	2. 0	4. 0
31	Croydon to Shalford	2. 6	5. 2
33	Croydon to Guildford	2. 4	4. 8
40	London to Shalford (Bricklayer's Arms)	1. 2	2. 4
42	London to Guildford	1. 1	2. 2

[Supplied by the Secretary of the Royal Agricultural Society of England.]

GRAIN RATES.

Statement showing the rate per mile charged by the London, Chatham and Dover Railway and the Southeastern Railway for the conveyance of grain for the undermentioned distances.

LONDON, CHATHAM AND DOVER RAILWAY.

Distance.		Quantities.	Rate per ton per mile.		Remarks.
Miles.	Stations.		*d.*	*cts.*	
30	Blackfriars to Wrotham	2-ton lots	2. 0	4. 0	Non-competitive traffic.
		4-ton lots	1. 5	3. 0	
40	Blackfriars to Maidstone	2-ton lots	1. 5	3. 0	Competitive traffic (L., C. & D. R. and S. E. R.).
		4-ton lots	1. 2	2. 4	

SOUTHEASTERN RAILWAY.

			d.	*cts.*	
33	London to Eden bridge (Bricklayer's Arms)	2-ton lots	2. 1	4. 2	Non-competitive traffic.
		4-ton lots	1. 8	3. 6	
34	London to Tunbridge Wells	2-ton lots	2. 4	4. 8	Competitive traffic.
		4-ton lots	2. 1	4. 2	

LONDON AND NORTHWESTERN RAILWAY.

RATES FROM LONDON.

Statement showing the rate per mile on the London and Northwestern Railway for the conveyance of grain, fresh meat, cattle, and sheep for the undermentioned distances.

Distances.		Grain per ton per mile.				Fresh meat in quantities exceeding 500 pounds, per ton per mile.		Cattle and sheep per truck per mile.					
		Quantities of not less than—											
Miles from London, Camden Station.	Stations.	Two tons.		Four tons.				Small trucks.		Medium trucks.		Large trucks.	
Miles.		*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
11	Harrow	....		3.63	7.2	....		6.5	13.0	7.6	15.2	8.5	17.0
23	Bosmoor	2.9	5.8	2.3	4.6	....		6.8	13.6	7.8	15.6	8.9	17.8
31	Tring	2.3	4.6	1.9	3.8	....		6.4	12.8	7.5	15.0	8.4	16.8
39	Leighton	....		1.8	3.6	6.2	12.4	6.5	13.0	7.5	15.0	8.5	17.0
								*Cattle per head.		....		* Sheep per head.	
51	Wolverton	....		1.6	3.2	....		.8	1.6	....		.2	.4
69	Weedon	1.6	3.2	1.4	2.8	....		.8	1.6	....		.2	.4
82	Rugby	....		1.4	2.8	5.1	10.2	.7	1.4	....		.2	.4
96	Nuneaton	....		1.3	2.6	5.0	10.0	.7	1.4	....		.1	.2

* When rate for cattle and sheep is "per head," not less than 4 cattle or 20 sheep are charged for.

LONDON AND NORTHWESTERN RAILWAY.

RATES FROM CHESTER.

Statement showing the rate per mile on the London and Northwestern Railway for the conveyance of grain, cattle, and sheep for the undermentioned distances.

Distances.		Grain, quantities of not less than two tons, per ton per mile.		Cattle and sheep per truck per mile.					
Miles from Chester.	Stations.			Small trucks.		Medium trucks.		Large trucks.	
Miles.		*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
15	Birkenhead	....		6.8	13.6	7.8	15.6	8.8	17.6
20	Whitechurch	4.0	8.0	6.6	13.2	7.6	15.2	8.7	17.4
39	Shrewsbury	*2.8 2.6	5.6 5.2	6.8	13.6	7.8	15.6	8.9	17.8
55	Spirchley	2.2	4.4	6.4	12.8	7.2	14.4	8.6	17.2
75	Birmingham	2	4.0	5.8	11.6	6.5	13.0	7.7	15.4
85	Holyhead	1.3	2.6	....		....		....	
97	Rugby	1.7	3.4	5.9	11.8	6.6	13.2	7.9	15.8

* In quantities of not less than four tons.

LONDON AND NORTHWESTERN RAILWAY.

RATES FROM LONDON.

Statement showing the rate per mile on the London and Northwestern Railway for the conveyance of potatoes for the undermentioned distances.

[Supplied by the Royal Agricultural Society of England.]

Distances.		Two tons and above (loose or packed), per ton per mile.*		Under two tons, inclusive of collection and delivery, per ton per mile.	
Miles from London.	Stations.	d.	cts.	d.	cts.
39	Leighton	2.1	4.2	4.6	9.2
46	Bletchley	2.2	4.4	3.9	7.8
62	Bedford	1.6	3.2	2.9	5.8
77	Oxford	1.4	2.8	2.6	5.2
86	Old North Road	1.2	2.4	2.2	4.4
91	Cambridge	1.5	3.0	2.3	4.6
93	Coventry	1.7	3.4	2.8	5.6
96	Oundle	1.4	2.8	2.2	4.4
101	Atherston	2.0	4.0	2.7	5.4
132	Stafford	1.8	3.6	2.5	5.0
161	Shrewsbury	1.9	3.8	2.2	4.4

* These rates are for potatoes in 2-ton lots and above "packed," and 3-ton lots and above "loose."

SCOTLAND.

NORTH BRITISH RAILWAY.

Statement showing the rate per mile on the North British Railway for the conveyance of home-reared cattle for the undermentioned distances.

CATTLE.

Distances.		Rate per truck per mile.	
Miles.	Stations.	d.	cts.
12	St. Boswell's to Kelso	9.5	19.0
16	St. Boswell's to Jedburgh	7.5	15.0
26	St. Boswell's to Peebles	7.3	14.6
29	St. Boswell's to Gore Bridge	7.1	14.2
36	Edinburgh to Stirling	6.6	13.6
48	Edinburgh to Glasgow	6.5	13.0
51	Edinburgh to Perth	6.5	13.0
62	Glasgow to Perth	6.4	12.8
75	Edinburgh to Arbroath	5.6	11.6
88	Edinburgh to Montrose	6.3	12.6
98	Edinburgh to Carlisle	6.2	12.4
102	Glasgow to Berwick	6.3	12.6
116	Glasgow to Montrose	6.4	12.8
152	Glasgow to Aberdeen	6.3	12.6
216	Edinburgh to Liverpool	5.8	11.6
226	Glasgow to Wakefield	5.8	11.6
341	Glasgow to Hawick	5.8	11.6
400	Glasgow to London	5.8	11.6
588	Glasgow to Inverness	4.7	9.4

SHEEP.

29	Glasgow to Stirling	5.9	11.8
62	Glasgow to Perth	5.7	11.4
87	Glasgow to Dundee	5.7	11.4
104	Glasgow to Arbroath	5.6	11.2
116	Glasgow to Montrose	5.6	11.2
152	Glasgow to Aberdeen	5.6	11.2
206	Glasgow to Inverness	4.8	9.6

NORTH BRITISH RAILWAY.

Statement showing the rate per mile on the North British Railway for the conveyance of grain for the undermentioned distances.

Distances.		Rate per ton per mile.	
Miles.	Stations.	d.	cts.
18	Edinburg to Linlithgow	2.6	5.2
20	Edinburg to Kirkcaldy	2.4	4.8
30	Glasgow to Linlithgow	2.2	4.4
36	Glasgow to Alloa	2.2	4.4
43	Edinburg to Alloa	1.4	2.8
53	Edinburg to Hawick	2.0	4.0
59	Edinburg to Dundee	1.6	3.2
67	Glasgow to Kirkcaldy	1.6	3.2
86	Glasgow to Dundee	1.6	3.2
95	Glasgow to Forfar	1.8	3.6
100	Glasgow to Hawick	1.5	3.0
105	Glasgow to Berwick	1.2	2.4
115	Glasgow to Brechin	1.5	3.0
116	Glasgow to Montrose	1.2	2.4
169	Glasgow to Newcastle	.8	1.6

IRELAND.

GREAT SOUTHERN AND WESTERN RAILWAY.

Statement showing the rate per mile on the Great Southern and Western Railway for the conveyance of grain for the undermentioned distances.

Distances.	Special class per ton per mile.	
Miles.	d.	cts.
20	2.1	4.2
40	1.7	3.4
60	1.5	3.0
80	1.3	2.6
100	1.2	2.4
150	.9	1.8
200	.7	1.4
250	.7	1.4

GREAT SOUTHERN AND WESTERN RAILWAY.

Statement showing the rate per mile on the Great Southern and Western Railway for the conveyance of potatoes for the undermentioned distances.

Distances.	Potatoes in six-ton lots, wagon-load class, per ton per mile.	
Miles.	d.	cts.
20	1.4	2.8
40	1.4	2.8
60	1.2	2.4
80	1.2	2.4
100	1.0	2.0
150	1.0	2.0
200	1.0	2.0
250	1.0	2.0

NOTE.—The returns are made in pence, which are reduced to cents on the bases of two cents for each penny, which is not strictly correct, as one shilling, or twelve pence, is worth in our currency 24.3325 cents.

THE CONTINENT.

The question of traffic rates on the various railways in Holland, Belgium, France, Germany, Austria, and Italy is not only difficult in itself, but complicated by political and economical problems of some variety and importance.

Each of the frontiers of the various countries has interests of its own which cannot be overlooked in the arrangement of the tariff rates for such railways as pass these frontiers, and special tariffs consequently rule locally on many such railways.

Generally, it may be said that the carriage of ordinary goods on European railways is divided into classes, according to the nature of the goods, and these same classes, as in the case of the agricultural produce, the rates for which, according to the general tariff of the different railways, are given in the tables attached, are again sometimes subdivided into classes: First, for loads in covered trucks; second, for loads in open trucks; or again for loads under 5 tons, or over 7, 8, 10, up to 50 tons. It must be understood that no account has been taken in these tables of a small minimum charge or registration fee which is levied on almost all railways, when this charge has not been such as to materially affect the tariff rate per mile. When either of these charges are of sufficient importance to require notice or to do more than fractionally increase the average rate per mile, they have been inserted in supplemental notes. It may be stated that these charges, where not specially mentioned, vary generally from about 1*d.* or 2*d.* (2 or 4 cents) per consignment on the Belgian lines to 1*s.* 2*d.* (28 cents) per ton on certain German railways.

The rates here given are exclusive of all charges for loading and unloading, except in the case of Austria, where the rates are given inclusive of what is termed the "Manipulation Gebühr" (a charge for loading and unloading); but this charge is so trifling on the Austrian as well as on the other railways, that it will not affect the comparison of the rates.

In addition to the general tariff it should be noted that, as previously mentioned, there are special or reduced tariffs in most countries for grain or agricultural produce. These may be divided into, first, international or transit tariffs. In railway communications with foreign countries through rates with a variable classification were, in some cases, acknowledged to be necessary, and exceptional tariffs have been put in force at different times on several frontiers. As an example, it may be stated that in Germany, in transit with Russia, exceptional rates were the rule for corn, flour, and seeds, and I might also allude to the corn and cattle trade between Germany and Austria, where certain reductions in the rates were allowed; but in Germany, since 1878, the tendency has been to substitute local rates for through rates, or to raise the through rates above their old figure. Second, import and export tariffs, which may or may not be similar to the transit tariff. In Belgium, rates are reduced by about one-third to one-fifth, according to distance, for potatoes conveyed by railway for export at the ports of Antwerp, Ostend, Bruges, &c.; but I have drawn attention to this reduction on the tables themselves. The Northern Railway of France also allows certain reductions for goods (not specially agricultural produce, however) imported or intended for export at the port of Boulogne, while it may be mentioned that rates considerably lower than those fixed by the general tariff are said to be allowed for the conveyance of grain from Havre to Paris by the Western Railway of France. Allusion has previously been made to reductions allowed for goods sent in bulk. These reductions are largest on the Italian railways, where, for quantities of grain or potatoes exceeding 50 tons conveyed for a distance amounting to 300 miles, the rate does not exceed .65*d.* (1.3 cents) per ton per mile. Where several truck loads of cattle are sent in one consignment, considerable reductions in the charges are also made on these lines.

In conclusion, the figures in the appended tables have been obtained almost entirely from official or semi-official sources, and while making no attempt to show the exceptional reductions that are sometimes made on the ordinary charges for local or political reasons, they are intended to give a fair comparison of the rates charged for the conveyance of certain agricultural produce by the general tariffs of the selected railways, and it may be noted that in countries like Belgium, where the railways are under state management, it is possible to fix the tariff for the conveyance of goods, the produce or manufacture of the country, at a lower rate than can be done in a country like England, where the main endeavor of the directors must be to earn as large a dividend for their shareholders as possible rather than, as in Belgium, simply to consider the general welfare of the community.

E. I. P.

SWEDEN.

STATE RAILWAYS.

Statement showing the rate per mile on the state railways for the carriage of grain for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain.			
	Small quantities, per ton per mile.		Quantities of not less than five tons, per ton per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*
5	4.02	8.04	3.22	6.44
10	3.22	6.44	2.51	5.02
15	3.08	6.16	2.41	4.82
20	2.86	5.72	2.26	4.52
25	2.85	5.70	2.21	4.42
30	2.81	5.62	2.14	4.28
35	2.73	5.46	2.07	4.14
40	2.64	5.28	2.01	4.02
45	2.59	5.18	1.94	3.88
50	2.53	5.06	1.89	3.78
60	2.48	4.96	1.84	3.68
70	2.36	4.72	1.75	3.50
80	2.30	4.60	1.70	3.40
90	2.23	4.46	1.65	3.30
100	2.19	4.38	1.61	3.22
125	2.09	4.18	1.50	3.00
150	1.99	3.98	1.43	2.86
175	1.92	3.84	1.38	2.76
200	1.84	3.68	1.34	2.68
250	1.74	3.48	1.28	2.56
300	1.64	3.28	1.25	2.50
350	1.58	3.16	1.20	2.40
400	1.53	3.06	1.15	2.30
450	1.47	2.94	1.12	2.24
500	1.43	2.86	1.09	2.18

Statement showing the rate per mile on the state railways for the carriage of potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Potatoes.			
	Small quantities, per ton per mile.		Quantities less than five tons, per ton per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*
5	3.22	6.44	2.60	5.20
10	2.51	5.02	2.01	4.02
15	2.41	4.82	1.67	3.34
20	2.26	4.52	1.61	3.22
25	2.21	4.42	1.57	3.14
30	2.14	4.28	1.50	3.00
35	2.09	4.18	1.49	2.98
40	2.03	4.06	1.43	2.86
45	2.03	4.06	1.43	2.86
50	1.99	3.98	1.42	2.84
60	1.92	3.84	1.39	2.78
70	1.89	3.78	1 30	2.60
80	1.83	3.66	1.22	2.44
90	1.82	3.64	1.16	2.32
100	1.76	3.52	1.11	2.22
125	1.66	3.32	1.02	2.04
150	1.55	3.10	.97	1.94
175	1.55	3.10	.91	1.82
200	1.50	3.00	.88	1.76
250	1.41	2.82	.83	1.66
300	1.34	2.68	.80	1.60
350	1.29	2.58	.77	1.54
400	1.25	2.50	.75	1.50
450	1.21	2.42	.72	1.44
500	1.17	2.34	.70	1.40

HORNED CATTLE.

Statement showing the rate per mile on the state railways for the conveyance of cattle for the undermentioned distances.

GENERAL TARIFF.

Distances.	One animal per head per mile.		Two animals per head per mile.		Three animals per head per mile.		Four animals per head per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
6	10.72	21.44	10.72	21.44	10.72	21.44	10.72	21.44
12	5.36	10.72	5.36	10.72	5.79	11.58	6.44	12.88
18	3.57	7.14	4.43	8.86	5.08	10.16	5.72	11.44
25	3.22	6.44	4.08	8.16	4.72	9.44	5.37	10.74
30	3.00	6.00	3.86	7.72	4.50	9.00	5.15	10.30
62	2.58	5.16	3.43	6.86	4.08	8.16	4.72	9.44
125	2.36	4.72	3.00	6.00	3.54	7.08	4.08	8.16
250	2.26	4.52	2.79	5.58	3.27	6.54	3.70	7.40
370	2.21	4.42	2.72	5.44	3.18	6.36	3.54	7.08
500	2.20	4.40	2.68	5.36	3.14	6.28	3.46	6.92
620	2.19	4.38	2 66	5.32	3.11	6.22	3.41	6.82

Distances.	Five animals per head per mile.		Six animals per head per mile.		Seven animals per head per mile.		Eight animals per head per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
6	10.72	21.44	10.72	21.44	10.72	21.44	10.70	21.44
12	7.08	14.16	7.73	15.46	8.15	16.30	8.58	17.16
18	6.36	12.72	7.01	14.02	7.44	14.88	7.86	15.72
25	6.00	12.00	6.65	13.30	7.08	14.16	7.51	15.02
30	5.79	11.58	6.44	12.88	6.87	13.74	7.29	14.58
62	5.36	10.72	6.01	12.02	6.44	12.88	6.87	13.74
125	4.61	9.22	5.15	10.30	5.58	11.76	6.01	12.02
250	4 13	8.26	4.56	9.12	4.94	9.88	5.31	10.62
370	3.90	7.80	4.25	8.50	4.58	9.16	4.90	9.80
500	3.78	7.56	4.10	8.20	4.40	8.80	4.69	9.38
620	3.71	7.42	4.01	8.02	4.29	8.58	4.57	9.14

HOLLAND.

STATE RAILWAYS.

Statement showing the rate per mile on the state railways for the carriage of grain and potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain.						Potatoes.					
	Quantities of less than five tons, per ton per mile.		Quantities of more than five tons, per ton per mile.				Quantities of less than five tons, per ton per mile.		Quantities of more than five tons, per ton per mile.			
			Class A, covered trucks.		Class B, open trucks.				Open trucks.		Open trucks, whole truck loads.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
10	3.82	7.64	2.69	5.38	2.37	4.74	3.82	7.64	2.37	4.74	2.05	4.10
15	3.08	6.16	2.22	4.44	1.90	3.80	3.08	6.16	1.90	3.80	1.58	3.16
20	2.81	5.62	1.99	3.98	1.67	3.34	2.81	5.62	1.67	3.34	1.34	2.68
25	2.65	5.30	1.85	3.70	1.52	3.04	2.65	5.30	1.52	3.04	1.20	2.40
30	2.54	5.08	1.75	3.50	1.43	2.86	2.54	5.08	1.43	2.86	1.11	2.22
35	2.41	4.82	1.65	3.30	1.33	2.66	2.41	4.82	1.33	2.66	1.01	2.02
40	2.31	4.62	1.57	3.14	1.24	2.48	2.31	4.62	1.24	2.48	.93	1.86
45	2.23	4.46	1.50	3.00	1.18	2.36	2.23	4.46	1.18	2.36	.86	1.72
50	2.17	4.34	1.44	2.88	1.12	2.24	2.17	4.34	1.12	2.24	.81	1.62
60	2.09	4.18	1.36	2.72	1.04	2.08	2.09	4.18	1.04	2.08	.72	1.44
70	2.03	4.06	1.32	2.64	1.00	2.00	2.03	4.06	1.00	2.00	.68	1.36
80	1.96	3.92	1.26	2.52	.95	1.90	1.96	3.92	.95	1.90	.62	1.24
90	1.92	3.84	1.23	2.46	.91	1.82	1.92	3.84	.91	1.82	.59	1.18
100	1.87	3.74	1.18	2.36	.87	1.74	1.87	3.74	.87	1.74	.56	1.12
190	1.54	3.08	.88	1.76	.61	1.22	1.54	3.08	.61	1.22	.45	90
200												
240	1.42	2.84	.76	1.52	.55	1.10	1.42	2.84	.55	1.10	.42	84
300												

Statement showing the rate per mile on the state railways for the conveyance of cattle for the undermentioned distances.

GENERAL TARIFF.

Distances.	Cattle.						Sheep, lambs, and pigs (weighing less than 110 pounds), per head per mile.	
	Horses, oxen, and bulls, per head per mile.		Heifers, cows, asses, and foals, per head per mile.		Calves, pigs, and goats, per head per mile.			
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
10	2.01	4.02	1.44	2.88	0.72	1.44	0.36	0.72
15	1.61	3.22	1.18	2.36	.59	1.08	.30	.60
20	1.41	2.82	1.04	2.08	.52	1.04	.26	.52
25	1.28	2.56	.97	1.94	.48	.96	.24	.48
30	1.20	2.40	.91	1.82	.46	.92	.23	.46
35	1.15	2.30	.87	1.74	.44	.88	.22	.44
40	1.10	2.20	.85	1.70	.42	.84	.21	.42
45	1.07	2.14	.82	1.64	.41	.82	.21	.42
50	1.04	2.08	.81	1.62	.40	.80	.20	.40
60	1.00	2.00	.78	1.56	.39	.78	.20	.40
70	.98	1.96	.76	1.52	.38	.76	.19	.38
80	.96	1.92	.74	1.48	.37	.74	.19	.38
90	.94	1.88	.73	1.46	.37	.74	.18	.36
100	.92	1.84	.72	1.44	.36	.72	.18	.36
190	.87	1.74	.68	1.36	.34	.68	.17	.34
200								
240	.85	1.70	.67	1.34	.34	.68	.17	.34
300								

A minimum charge, varying from 3*s.* 4*d.* (80 cents) for the first 60 miles, to 5*s.* 0*d.* ($1.20) for 60 up to 12 miles, and to 6*s.* 8*d.* ($1.60) for 125 miles and above, is made for each consignment of whatever number.

BELGIUM.

STATE RAILWAYS.

Statement showing the rate per mile on the state railways for the carriage of grain and potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain, per ton per mile.		Potatoes, general tariff* per ton per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*
5	2.85	5.70	2.85	5.70
10	1.89	3.78	1.89	3.78
15	1.57	3.14	1.57	3.14
20	1.41	2 82	1.41	2.82
25	1.31	2.62	1.31	2.62
30	1.24	2.48	1.24	2.48
35	1.20	2.40	1.20	2.40
40	1.16	2.32	1.16	2.32
45	1.15	2.30	1.15	2.30
50	1.09	2.18	1.09	2.18
60	.98	1.96	.98	1.96
70	.89	1.78	.89	1.78
80	.81	1.62	.81	1.62
90	.74	1.48	.74	1.48
100	.68	1.36	.68	1.36
125	.58	1.16	.58	1.16
150	.51	1.02	.51	1.02
175	.46	.92	.46	.92
200	.42	.84	.42	.84
250	.37	.74	.37	.74

* There is a reduced tariff for potatoes destined for exportation at certain ports—Antwerp, Ostend, Bruges, Brussels. Ghent.

HORSES AND CATTLE.

Statement showing the rate per mile on the state railways for the conveyance of cattle for the undermentioned distances.

GENERAL TARIFF.

Distances.	Category I,* per mile.		Category II,† per mile.		Category III,‡ per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	7.63	15.26	11.49	22.98	15.26	30.52
10	4.73	9.46	7.14	14.28	9.51	19.02
15	3.80	7.60	5.63	11.26	7.56	15.12
20	3.30	6.60	4.95	9.90	6.61	13.22
25	3.01	6.02	4.52	9.04	6.02	12 04
30	2.81	5.62	4.23	8.46	5.63	11.26
35	2.67	5.34	4.03	8.06	5.37	10.74
40	2.58	5.16	3.86	7.72	5.15	10.30
45	2.50	5.00	3.74	7.48	5.00	10.00
50	2.40	4.80	3.61	7.22	4.81	9.62
60	2.23	4.46	3.33	6.66	4.46	8.92
70	2.10	4.20	3.16	6.32	4.22	8.44
80	2.01	4.02	3.03	6.06	4.03	8.06
90	1.95	3.90	2.92	5.84	3.90	7.80
100	1.86	3.72	2.79	5.58	3.72	7.44
125	1.67	3.34	2.51	5.02	3.35	6.70
150	1.50	3.00	2.25	4.50	3.00	6.00
175	1.37	2.74	2.05	4.10	2.74	5.48
200	1.27	2.54	1.91	3.82	2.55	5.10
250	1.14	2.28	1.71	3.42	2.29	4.50

* For conveyance of a number not exceeding 2 oxen or cows, 5 calves or pigs, and 10 sheep.
† For conveyance of a number not exceeding 4 oxen or cows, 10 calves or pigs, and 20 sheep.
‡ For conveyance per truck load, 8 oxen or cows, 20 calves or pigs, and 30 sheep.

SAXONY.

STATE RAILWAYS.

Statement showing the rate per mile on the state railways for the carriage of grain and potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain per ton per mile.		Potatoes per ton per mile.			
			Quantities of at least five tons.		Quantities of at least ten tons.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	6. 28	12. 56	3. 86	7. 72	2. 17	4. 34
10	3. 98	7. 96	2. 53	5. 06	1. 49	2. 98
15	3. 14	6. 28	2. 01	4. 02	1. 12	2. 24
20	2. 77	5. 54	1. 81	3. 62	1. 02	2. 04
25	2. 51	5. 02	1. 64	3. 28	. 91	1. 82
30	2. 33	4. 66	1. 52	3. 04	. 84	1. 68
35	2. 24	4. 48	1. 48	2. 96	. 82	1. 64
40	2. 14	4. 28	1. 41	2. 82	. 78	1. 56
45	2. 09	4. 18	1. 39	2. 78	. 77	1. 54
50	2. 02	4. 04	1. 35	2. 70	. 74	1. 48
60	1. 95	3. 90	1. 29	2. 58	. 71	1. 42
70	1. 89	3. 78	1. 28	2. 56	. 70	1. 40
80	1. 84	3. 68	1. 24	2. 48	. 68	1. 36
90	1. 80	3. 60	1. 22	2. 44	. 66	1. 32
125	1. 73	3. 46	1. 17	2 34	. 64	1. 28
150	1. 70	3. 40	1. 15	2. 30	. 63	1. 26
250	1. 64	3. 28	1. 12	2. 24	. 61	1. 22

Statement showing the rate per mile on the state railways for the conveyance of cattle for the undermentioned distances.

GENERAL TARIFF.

Distances.	Oxen, cows, foals, &c.						Calves and lambs.	
	Rate for one animal per mile.		Rate for two animals per mile.		Rate for three animals per mile.		Rate per head per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	4. 10	8. 20	6. 76	13. 52	7. 46	14. 92	1. 49	2. 98
10	2. 52	5. 04	5. 55	11. 10	7. 60	15. 20	1. 13	2. 26
15	3 30	6. 60	5. 15	10. 30	7. 00	14. 00	1. 01	2. 02
20	3. 20	6. 40	4. 95	9. 90	6. 70	13. 40	. 95	1. 90
25	3. 14	6. 28	4. 83	9. 66	6. 52	13. 04	. 92	1. 84
30	3. 09	6. 18	4. 75	9. 50	6. 40	12. 80	. 89	1. 78
35	3. 07	6. 14	4. 69	9. 38	6. 31	12. 62	. 88	1. 76
40	3. 04	6. 08	4. 64	9. 28	6. 25	12. 50	. 86	1. 72
45	3. 03	6. 06	4. 61	9. 22	6. 19	12. 38	. 85	1. 70
50	3. 01	6. 02	4. 58	9. 16	6. 15	12. 30	. 85	1. 70
60	2. 99	5. 98	4. 54	9. 08	6. 09	12. 18	. 83	1. 66
70	2. 98	5. 96	4. 52	9. 04	6. 06	12. 12	. 83	1. 66
80	2. 97	5. 94	4. 49	8. 98	6. 02	12. 04	. 82	1. 64
90	2. 96	5. 92	4. 47	8. 94	5. 99	11. 98	. 81	1. 62
125	2. 94	5. 88	4. 44	8. 88	5. 94	11. 88	. 80	1. 60
150	2. 93	5. 86	4. 42	8. 84	5. 91	11. 82	. 80	1. 60
250	2. 92	5. 84	4. 39	8. 78	5. 87	11. 74	. 79	1. 58

FRANCE.

NORTHERN RAILWAY.

Statement showing the rate per mile on the Northern railway of France for the carriage of grain and potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain per ton per mile.		Potatoes per ton per mile.					
			In baskets.				In sacks.	
			Small quantities.		Quantities of not less than five tons.			
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	1.54	3.08	2.12	4.24	1.54	3.08	1.54	3.08
10	1.54	3.08	2.12	4.24	1.54	3.08	1.54	3.08
15.5	1.54	3.08	2.10	4.32	1.54	3.08	1.54	3.08
21.7	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
24.8	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
31	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
37.2	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
43.4	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
49.6	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
55.9	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
62	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
93	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
124.2	1.54	3.08	2.16	4.32	1.54	3.08	1.54	3.08
155.2	1.45	2.90	2.07	4.14	1.45	2.90	1.45	2.90
186.3	1.39	2.78	2.00	4.00	1.39	2.78	1.39	2.78

STATE AND OTHER RAILWAYS.

Statement showing the rate per mile on the state and other railways for the conveyance of cattle for the undermentioned distances.

STATE LINES.

(GENERAL TARIFF.)

Distances.	Oxen and bulls, per head per mile.		Heifers, cows, asses, foals, and mules, per head per mile.		Calves and pigs, per head per mile.		Sheep, lambs, and goats, per head per mile.	
Miles.	*d*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
50 to 500	1.54	3.08	1.54	3.08	.62	1.24	.31	.62

OTHER LINES (Northern lines of France).

(GENERAL TARIFF.)

Distances.	Oxen, cows, bulls, mules, asses, and foals, per head per mile.		Calves and pigs, per head per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*
5 to 620	1.54	3.08	.62	1.24

ITALY.

ALTA ITALIA RAILWAY, AND ROMAN RAILWAY.

Statements showing the rate per mile on the above railways for the carriage of grain and vegetables, for all distances.

ALTA ITALIA RAILWAY.

(GENERAL TARIFF.)

Grain of all kinds per ton per mile.		Vegetables, in sacks, per ton per mile.	
d.	*cts.*	*d.*	*cts.*
1. 08	2. 16	1. 08	2. 16

ROMAN RAILWAY.

(GENERAL TARIFF.)

d.	*cts.*	*d.*	*cts.*
1. 10	2. 20	1. 10	2. 20

NOTE.—In addition to these rates, there is a fixed registration charge of from 10.5*d.* to 11.5*d.* (21 to 23 cents) per ton, for each consignment.

ALTA ITALIA RAILWAY.

Statement showing the rate per mile on the Alta Italia Railway for the conveyance of cattle for all distances.

GENERAL TARIFF.

PASSENGER TRAIN.

Oxen and cows, per head per mile.		Calves, &c., per head per mile.		Sheep, per head per mile.		Lambs, per head per mile.	
d.	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
1. 27	2. 54	. 85	1. 70	. 20	. 40	. 10	. 20

NOTE.—It must be understood that these rates are subject to an addition of 2.04*d.* (4.08 cents) for each consignment per mile.

GOODS TRAIN.

Oxen and cows, per head per mile.		Calves, &c., per head per mile.		Sheep, per head per mile.		Lambs, per head per mile.	
d.	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
. 77	1. 54	54.	1. 08	. 12	. 24	. 06	. 12

NOTE.—It must be understood that these rates are subject to an addition of 1.85*d.* (3.70 cents) for each consignment per mile.

ROMAN RAILWAY.

Statement showing the rate per mile on the Roman Railway for the conveyance of cattle, for all distances.

GENERAL TARIFF.

PASSENGER TRAIN.

Horses, mules, oxen, and cows, per head per mile.		Ponies, asses, calves, &c., per head per mile.		Sheep, per head per mile.		Lambs, per head per mile.	
d.	cts.	d.	cts.	d.	cts.	d.	cts.
1.22	2.44	.70	1.40	.26	.52	.10	.20

NOTE.—It must be understood that these rates are subject to an addition of 2.45*d.* (4.90 cents) for each consignment per mile.

GOODS TRAIN.

Horses, mules, oxen, and cows, per head per mile.		Ponies, asses, calves, &c., per head per mile.		Sheep, per head per mile.		Lambs, per head per mile.	
d.	cts.	d.	cts.	d.	cts.	d.	cts.
.79	1.58	.47	.94	.16	.32	.06	.12

NOTE.—It must be understood that these rates are subject to an addition of 1.58*d.* (3.16 cents) for each consignment per mile.

AUSTRIA.

SOUTHERN RAILWAY.

Statement showing the rate per mile on the Southern Railway for the carriage of grain and potatoes for the undermentioned distances.

GENERAL TARIFF.

Distances.	Grain per ton per mile.		Potatoes.			
			Quantities not less than 10 tons, per ton per mile.		Quantities less than 10 tons, per ton per mile.	
Miles.	d.	cts.	d.	cts.	d.	cts.
5	3.86	7.72	2.89	5.78	3.86	7.72
10	2.41	4.82	1.93	3.86	2.41	4.82
15	2.35	4.70	1.68	3.36	2.35	4.70
20	1.99	3.98	1.49	2.98	1.99	3.98
25	1.84	3.68	1.47	2.94	1.84	3.68
35	1.76	3.52	1.35	2.70	1.76	3.52
40	1.72	3.44	1.30	2.60	1.72	3.44
45	1.53	3.06	1.27	2.54	1.53	3.06
50	1.44	2.88	1.25	2.50	1.44	2.88
60	1.46	2.92	1.22	2.44	1.46	2.92
70	1.42	2.84	1.15	2.30	1.42	2.84
80	1.31	2.62	1.13	2.26	1.31	2.62
90	1.17	2.34	1.11	2.22	1.17	2.34
100	1.11	2.22	1.11	2.22	1.11	2.22
125	1.10	2.20	1.10	2.20	1.10	2.20
150	1.08	2.16	1.08	2.16	1.08	2.16
175	1.07	2.14	1.07	2.14	1.07	2.14
200	1.07	2.14	1.07	2.14	1.07	2.14
300	1.05	2.10	1.05	2.10	1.05	2.10
400	1.04	2.08	1.04	2.08	1.04	2.08
500	1.03	2.06	1.03	2.06	1.03	2.06

NOTE.—Including manipulation charge (manipulations Gebühr).

SOUTHERN RAILWAY.

Statement showing the rate per mile on the Southern Railway for the conveyance of cattle for the undermentioned distances.

GENERAL TARIFF.

Distance.	Oxen and cows.													
	For 1 per mile.		For 2 per mile.		For 3 per mile.		For 4 per mile.		For 5 per mile.		For 6 per mile.		For 7 pe mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	2.41	4.82	3.86	7.72	5.07	10.14	6.28	12.56	7.48	14.96	8.69	17.38	9.17	18.34
10	2.17	4.34	3.38	6.76	4.34	8.64	5.31	10.62	6.28	12.56	7.24	14.48	7.48	14.96
15	2.18	4.36	3.36	6.72	4.28	8.56	5.20	10.40	6.13	12.26	7.05	14.10	7.22	14.44
20	2.11	4.22	3.24	6.48	4.11	8.22	4.98	9.96	5.85	11.70	6.73	13.46	6.85	13.70
25	2.11	4.22	3.22	6.44	4.07	8.14	4.92	9.84	5.77	11.54	6.62	13.24	6.71	13.42
35	2.10	4.20	3.18	6.36	4.02	8.04	4.84	9.68	5.68	11.36	6.50	13.00	6.57	13.14
40	2.08	4.16	3.15	6.30	3.97	7.94	4.78	9.56	5.60	11.20	6.42	12.84	6.48	12.96
45	2.06	4.12	3.12	6.24	3.93	7.86	4.73	9.46	5.54	11.08	6.35	12.70	6.40	12.80
50	2.07	4.14	3.14	6.28	3.95	7.90	4.75	9.50	5.57	11.14	6.37	12.74	6.42	12.84
60	2.07	4.14	3.13	6.26	3.93	7.86	4.73	9.46	5.54	11.08	6.34	12.68	6.38	12.76
70	2.06	4.12	3.11	6.22	3.91	7.82	4.71	9.42	5.50	11.00	6.30	12.60	6.33	12.66
80	2.06	4.12	3.11	6.22	3.90	7.80	4.70	9.40	5.49	10.98	6.29	12.58	6.32	12.64
90	2.05	4.10	3.09	6.18	3.87	7.74	4.66	9.32	5.45	10.90	6.23	12.46	6.26	12.52
100	2.05	4.10	3.09	6.18	3.87	7.74	4.66	9.32	5.44	10.88	6.23	12.46	6.25	12.50
125	2.04	4.08	3.08	6.16	3.86	7.72	4.63	9.26	5.41	10.82	6.19	12.38	6.21	12.42
150	2.04	4.08	3.08	6.16	3.86	7.72	4.64	9.28	5.42	10.84	6.20	12.40	6.21	12.42
175	2.05	4.10	3.08	6.16	3.85	7.70	4.63	9.26	5.41	10.82	6.18	12.36	6.20	12.40
200	2.04	4.08	3.07	6.14	3.85	7.70	4.62	9.24	5.39	10.78	6.17	12.34	6.18	12.36
300	2.04	4.08	3.07	6.14	3.84	7.68	4.61	9.22	5.38	10.76	6.15	12.30	6.16	12.32
400	2.04	4.08	3.06	6.12	3.83	7.66	4.60	9.20	5.37	10.74	6.14	12.28	6.14	12.28
500	2.04	4.08	3.06	6.12	3.83	7.66	4.59	9.18	5.36	10.72	6.13	12.26	6.14	12.28

Distance.	Oxen and cows.								Calves and swine per head per mile.		Sheep, lambs, and goats.			
	For 8 per mile.		For 9 per mile.		For 10 per mile.		For more than 10 per mile.				In numbers not less than 20, per head per mile.		Each animal per head per mile.	
Miles.	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*	*d.*	*cts.*
5	9.66	19.32	10.14	20.28	10.62	21.24	1.06	2.12	0.53	1.06	0.10	0.20	0.24	0.48
10	7.72	15.44	7.97	15.94	8.21	16.42	.82	1.64	.41	.82	.07	.14	.19	.38
15	7.39	14.78	7.56	15.12	7.72	15.44	.77	1.54	.39	.78	.08	.16	.18	.36
20	6.98	13.96	7.10	14.20	7.23	14.46	.72	1.44	.36	.72	.07	.14	.17	.34
25	6.80	13.60	6.90	13.80	6.99	13.98	.70	1.40	.35	.70	.07	.14	.17	.34
35	6.64	13.28	6.71	13.42	6.78	13.56	.68	1.36	.34	.68	.07	.14	.17	.34
40	6.54	13.08	6.59	13.18	6.65	13.30	.67	1.34	.33	.66	.08	.16	.17	.34
45	6.45	12.90	6.51	13.02	6.56	13.12	.66	1.32	.33	.66	.07	.14	.16	.32
50	6.47	12.94	6.52	13.04	6.57	13.14	.66	1.32	.33	.66	.08	.16	.16	.32
60	6.42	12.84	6.46	12.92	6.50	13.00	.65	1.30	.33	.66	.08	.16	.16	.32
70	6.37	12.74	6.40	12.80	6.44	12.88	.64	1.28	.32	.64	.08	.16	.16	.32
80	6.35	12.70	6.38	12.76	6.41	12.82	.64	1.28	.32	.64	.08	.16	.16	.32
90	6.29	12.58	6.31	12.62	6.34	12.68	.63	1.26	.32	.64	.08	.16	.16	.32
100	6.28	12.56	6.30	12.60	6.32	12.64	.63	1.26	.32	.64	.08	.16	.16	.32
125	6.23	12.46	6.25	12.50	6.27	12.54	.63	1.26	.31	.62	.08	.16	.16	.32
150	6.23	12.46	6.25	12.50	6.26	12.52	.63	1.26	.31	.62	.08	.16	.16	.32
175	6.21	12.42	6.23	12.46	6.24	12.48	.62	1.24	.31	.62	.08	.16	.16	.32
200	6.19	12.38	6.20	12.40	6.22	12.44	.62	1.24	.31	.62	.08	.16	.16	.32
300	6.17	12.34	6.18	12.36	6.19	12.38	.62	1.24	.31	.62	.08	.16	.15	.30
400	6.15	12.30	6.15	12.30	6.16	12.32	.62	1.24	.31	.62	.08	.16	.15	.30
500	6.14	12.28	6.14	12.28	6.15	12.30	.62	1.24	.31	.62	.08	.16	.15	.30

AMERICAN TRANSPORTATION RATES.

BASIS FOR FIXING RATES ON LIVE STOCK FROM WESTERN POINTS TO ALBANY, N. Y.

At a meeting of the standing committee, held on Friday, February 2, 1883, at the office of the chairman, Albert Fink, 346 Broadway, New York, the following resolution was adopted:

That the following rule shall hereafter be observed in fixing the basis of live-stock rates to Albany, N. Y., from the various Western cities:

The net rate from Chicago to Albany shall be 20 per cent. less than the net rate, Chicago to Boston. The difference between the rates to these points from Chicago having been thus established, the same difference in cents per 100 pounds shall govern rates to those destinations from all Western points.

For example, the present net rate on cattle from Chicago to Boston is 40 cents; under the foregoing rule, the net rate, Chicago to Albany, would be 32 cents, and the difference between the two rates 8 cents. During the prevalence of this tariff, the rates from all points west of Albany will be 8 cents per 100 pounds less than the rates from the same points to Boston.

GRAIN, SUGAR, MARBLE, ETC.

By order of the joint executive committee the rates in effect January 15, 1883, on grain, stone, and marble, unwrought, and sugar, molasses, rice, and coffee are as follows:

CHATTANOOGA, VIA CINCINNATI.

[In cents per 100 pounds.]

	Grain.	Stone and marble.	Sugar, molasses, rice, and coffee.
Boston	41	44	55
New York	36	39	50
Philadelphia	34	37	48
Baltimore	33	30	47
Albany, N. Y.		36	

NOTE.—Stone, grain, and marble must be shipped in car-loads of not less than 24,000 pounds.

COTTON RATES.

By order of the joint executive committee the rates in effect January 15, 1883, on cotton and cotton-seed products are as follows:

[In cents per 100 pounds.]

	Cotton.					Cotton-seed meal.			Cotton-seed oil.		
	Vicksburg, Miss., via Chattanooga and Cincinnati.	Miller's Landing, Ala., via Chattanooga and Cincinnati.	Memphis, Tenn., via Chattanooga and Cincinnati.	Chattanooga, via Cincinnati.	Epes, Boligee, Eutaw, Stewarts, and Tuscaloosa, Ala., via Chattanooga and Cincinnati.	Memphis, Tenn., via Chattanooga and Cincinnati.	New Orleans, La., via Louisville.	New Orleans, La., via Cairo.	Memphis, Tenn., via Chattanooga and Cincinnati.	New Orleans, La., via Louisville.	New Orleans, La., via Cairo.
Boston	83	75	77	60		40	55	55	45	55	55
New York	78	70	72	55		35	50	50	40	50	50
Philadelphia	76	68	70	53		33	48	48	38	48	48
Baltimore	75	67	69	52		32	47	47	37	47	47
Albany, Troy, Schenectady, and Cohoes.		70	67	55	100						
Buffalo		60	57	45	90						

NOTE.—Rates from Memphis on cotton-seed cake are the same as on cotton-seed meal.

JOINT RATES ON TOBACCO.

(Via Ohio and Mississippi Railway, Wabash, Saint Louis, and Pacific Railway, Indianapolis and Saint Louis Railroad, Chicago and Alton Railroad, and Vandalia Line.)

On and after Tuesday, December 26, 1882, and until further notice. the following rates will be charged by this line on tobacco unmanufactured and tobacco stems, in hogsheads or cases:

From East Saint Louis to—	Per 100 pounds.
Boston	$0 48½
New York	43½
Philadelphia	41½
Baltimore	40½
Albany, Troy, and Schenectady	38½
Buffalo and Toronto	25
Pittsburg	25

RATES ON TOBACCO.

Upon the recommendation of the committe on tobacco rates the following rates on tobacco took effect on Tuesday, December 26, 1882:

UNMANUFACTURED TOBACCO AND TOBACCO STEMS IN HOGSHEADS OR CASES.

From railroad depots at—	To—	All rail.	Rail and water.	Chesapeake and Ohio Railway.	
				On bills of lading not covering insurance on Ohio River.	On bills of lading covering insurance on Ohio River.
		Per 100 *lbs.*	*Per* 100 *lbs.*	*Per* 100 *lbs.*	*Per* 100 *lbs.*
East Saint Louis	New York	$0 43½		$0 39½	$0 41½
East Hannibal	do	43½		39½	41½
Quincy	do	43½		39½	41½
East Burlington	do	43½		39½	41½
East Keokuk	do	43½		39½	41½
Rock Island	do	43½		39½	41½
East Louisiana	do	43½		39½	41½
Cincinnati	do	32		28	30
Louisville	do	35		31	33
Jeffersonville	do	35		31	33
New Albany	do	35		31	33
Evansville	do	40		36	
Cairo	do	45		41	43
Chicago	do	37½			
Indianapolis	do	34			
Clarksville, Tenn	do	53		49	51
Paducah	do	48	$0 46	44	46
Uniontown, Ky	do		47	45	47
Owensboro	do	45	43	41	43
Henderson	do	45	43	41	43
Ohio River landing between Louisville and Evansville, except Owensboro	do		43	41	43
Ohio River landing between Evansville and Paducah, except Henderson	do		47	45	47
Landings on Cumberland River below Clarksville, Tenn	do		51	49	51
Landings on Tennessee River below Johnsville, Tenn	do		51	49	51
Landings on Green River	do	52½	52½	48½	50½

By order of the joint executive committee, the following rates take effect December 26, 1882, on unmanufactured tobacco and tobacco-stems, in hogsheads or cases, from the points named below:

[In cents per 100 pounds.]

To New York from—	Via all rail.	Via river and rail.
Paducah, Ky., via river to Evansville	48	46
Paducah, Ky., via river to Cairo		46
Paducah, Ky., via river to New Albany		46
Paducah, Ky., via Louisville	48	
Uniontown, Ky., via river to Evansville		47
Uniontown, Ky., via river to Cairo		47
Owensborough, Ky., via river to Evansville	45	43
Owensborough, Ky., via Nortonville	45	
Owensborough, Ky , via river to Louisville	45	
Henderson, Ky., via Louisville	45	
Henderson, Ky., via Evansville	45	
Henderson, Ky., via mail line from Louisville, via river to Louisville		43
Henderson, Ky., via rail from Louisville, via river to Louisville		43
Ohio River landings:		
Between Owensborough and Evansville, via river to Evansville		43
Between Owensborough and Louisville, via river to Evansville		43
Between Evansville and Paducah (except Henderson), via river to Evansville		47
Between Louisville and Evansville, via mail line from Louisvillle, via river to Louisville		43
Between Louisville and Evansville, via railroad from Louisville or New Albany, via river to Louisville or New Albany		43
Cumberland River landings below Clarksville, via river to Evansville		51
Cumberland River landings below Clarksville, via river to Cairo		51
Tennessee River landings below Johnsonville, via river to Cairo		51
Green River landings, via Cairo		52½
Clarksville, Tenn., via Louisville	53	
Clarksville, Tenn., via Evansville	53	
Cumberland River landings below Clarksville, via Clarksville and Louisville		51
Tennessee River landings below Johnsonville, via Johnsonville and Louisville		51
Green River landings, via Louisville		52½

CINCINNATI, INDIANAPOLIS, SAINT LOUIS AND CHICAGO RAILWAY, "KANKAKEE LINE."

ROUTE AND CONNECTIONS AS FURNISHED BY CHARLES S. LA FOLLETTE, WESTERN PASSENGER AGENT.

The Cincinnati, Indianapolis, Saint Louis and Chicago Railway, from Cincinnati, Ohio, to Chicago, Ill., a distance of 306 miles, through the cities of Indianapolis, La Fayette, and Kankakee, forms the popular "Kankakee fast mail, freight, and passenger routes" between the South and East and North and Northwest, connecting as follows:

Cincinnati, Ohio:
- Cincinnati Southern Railway.
- Marietta and Cincinnati, and Baltimore and Ohio Railroads.
- Kentucky Central Railroad.
- Chesapeake and Ohio Railway.
- Cleveland, Columbus, Cincinnati and Indianapolis Railway.
- Little Miami Railroad.
- Cincinnati, Hamilton and Dayton Railroad.
- New York, Pennsylvania and Ohio Railroad.
- Louisville Short Line.
- Ohio and Mississippi Railway.
- And all lines of Ohio River steamers.

Valley Junction, Ohio:
- Harrison branch, Cincinnati, Indianapolis, Saint Louis and Chicago Railway.

Harrison, Ohio:
  White Water Valley Railroad.
Lawrenceburg, Ind.:
  Ohio and Mississippi Railway.
  Ohio River steamers.
Greensburg, Ind.:
  Vernon, Greensburg and Rushville division of Cincinnati, Indianapolis, Saint Louis and Chicago Railway.
North Vernon, Ind.:
  Ohio and Mississippi Railway, over whose line Cincinnati, Indianapolis, Saint Louis and Chicago's Louisville trains are run.
Rushville, Ind.:
  Fort Wayne, Cincinnati and Louisville Railway.
  Jefferson, Madison and Indianapolis Railroad (Cambridge City branch.)
  Cincinnati, Hamilton and Indianapolis Railroad.
Shelbyville, Ind.:
  Jefferson, Madison and Indianapolis Railroad (Cambridge City branch).
Fairland, Ind.:
  Fairland, Franklin and Martinsville branch of Cincinnati, Indianapolis, Saint Louis and Chicago Railway.
Frankland, Ind.:
  Jeffersonville, Madison, and Indianapolis Railroad.
Martinsville, Ind.:
  Indianapolis and Vincennes Railroad.
Indianapolis, Ind.:
  Indianapolis and Saint Louis Railway.
  Vandalia Line.
  Indianapolis and Vincennes Railroad.
  Indianapolis, Decatur and Springfield Railway.
  Indiana, Bloomington and Western Railway.
  Cleveland, Columbus, Cincinnati and Indianapolis Railway.
  Wabash, Saint Louis and Pacific Railway (I. P. & C. Division).
  Cincinnati, Hamilton and Indianapolis Railroad.
  Pittsburgh, Cincinnati and Saint Louis Railroad.
  Jefferson, Madison and Indianapolis Railroad.
  Indianapolis, Delphi and Chicago Railroad.
Colfax, Ind.:
  Terre Haute and Logansport Railroad (division of Vandalia Line).
La Fayette Junction, Ind.:
  Wabash, Saint Louis and Pacific Railway, main line.
  Louisville, New Albany and Chicago Railway.
La Fayette, Ind.:
  Lake Eric and Western Railway.
Templeton Junction, Ind.:
  Lake Erie and Western Railway.
Sheldon, Ill.:
  Wabash, Saint Louis and Pacific Railway (and T. P. & W. Division).
Saint Anne, Ill.:
  Chicago and Eastern Illinois Railroad.
Kankakee, Ill.:
  Kankakee and Seneca Railroad (division of Cincinnati, Indianapolis, Saint Louis and Chicago Railroad).
  Indiana, Illinois and Iowa Railroad.
Illinois Central Railroad, over whose track the Cincinnati, Indianapolis, Saint Louis and Chicago operates its trains to and from Chicago.

Chicago, Ill.:
- Iowa Division, Illinois Central Railroad.
- Chicago, Rock Island and Pacific Railway.
- Chicago, Burlington and Quincy Railroad.
- Chicago and Northwestern Railway.
- Chicago, Milwaukee and Saint Paul Railway.
- Chicago and Alton Railroad.
- Chicago Division, Wabash, Saint Louis and Pacific Railway.
- Chicago and Eastern Illinois Railway.
- Chicago and Grand Trunk Railway.
- Michigan Central Railroad.
- Lake Shore and Michigan Southern Railway.
- Louisville, New Albany and Chicago Railway.
- Baltimore and Ohio Railroad.
- New York, Chicago and Saint Louis Railway.
- Pittsburgh, Fort Wayne and Chicago Railway.
- Pittsburgh, Cincinnati and Saint Louis Railway.
- Chicago and Atlantic Railroad.

Essex, Ill.:
- Wabash, Saint Louis and Pacific Railway, Chicago Division.

Gardner, Ill.:
- Chicago and Alton Railroad.

Mazon, Ill.:
- Chicago, Pekin and Southwestern Railway.

Seneca, Ill.:
- Chicago, Rock Island and Pacific Railway, over whose line the Cincinnati, Indianapolis, Saint Louis and Chicago Railway run through passenger and freight cars to and from Rock Island and the West.

CHANGES OF RATES.

PENNSYLVANIA COMPANY.

Change of rates on unmanufactured tobacco from the West to the principal seaboard cities.

	December.	January.
Chicago to—		
Boston	$0 36½	$0 42½
New York	31½	37½
Philadelphia	29½	35½
Baltimore	28½	34½
Washington	28½	34½
East Saint Louis to—		
Boston	41½	48½
New York	36½	43½
Philadelphia	34½	41½
Baltimore	33½	40½
Washington	33½	40½
Indianapolis to—		
Boston	37½	39
New York	32½	34
Philadelphia	30½	32
Baltimore	29½	31
Washington	29½	31
Cincinnati to—		
Boston	30	37
New York	25	32
Philadelphia	23	30
Baltimore	22	29
Washington	22	29

FREIGHT RATES—RAILROAD COMPANIES.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.

Articles.		To Chicago from—				
		Tama miles).	Clinton (138 miles).	Rochelle (75 miles).	Wheaton (24.9 miles).	Council Bluffs (488.5 miles).
Corn, C. L	per 100 lbs	$0.19	$0.13	$0.09	$0.06	$0.25
Corn, L. C. L., in bags only	do	35	25	17.5	12	*30
Wheat, C. L	do	24	15	10	06.7	30
Wheat, L. C. L., in bags only	do	35	25	17.5	12	*30
Rye, C. L	do	19	13	09	06	25
Rye, L. C. L., in bags only	do	35	25	17.5	12	*30
Barley, C. L	do	19	13	09	06	25
Barley, L. C. L., in bags only	do	35	25	17.5	12	*30
Oats, C. L	do	19	13	09	06	25
Oats, L. C. L., in bags only	do	35	25	17.5	12	*30
Hay, C. L., O. R. of fire	do	20	10	06.7	04.75	20
Hay, L. C. L., baled and pressed	do	75	50	36	22	40
Potatoes, C. L., in sacks or bbls	do	24	15	10	06.7	†30
Potatoes, in bulk	do	26	17	12	08.7	....
Potatoes, L. C. L., in sacks or bbls	do	35	25	17⅝	12	....
Apples, green, O. R., 140 bbls., C. L	per barrel	52½	37½	16	11.2	40
Apples, green, prepaid or guaranteed, L. C. L	do	67½	48	26.25	18	90

* In barrels or sacks. † Any quantity, owner's risk of frost or decay.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY.

Articles.		To Chicago from—			
		Council Bluffs (498 miles).	Des Moines (357 miles).	Davenport (185 miles).	Ottawa (85 miles).
Corn (C. L.)	per 100 lbs	$0 25	$0 20	$0 13	$0 09.5
Wheat (C. L.)	do	30	25	14	10.4
Rye (C. L.)	do	25	20	13	09.5
Barley (C. L.)	do	25	20	13	09.5
Oats (C. L.)	do	25	20	13	09.5
Hay (C. L.)	do	20	20	12	07
Hay (L. C. L.)	do	45	....	....	38
Potatoes (C. L.)	do	30	27	15	10.4
Potatoes (L. C. L.)	do	30	....	22	18.5
Apples (C. L.)	per bbl.	40	35	17	17.4
Apples (L. C. L.)	do	60	45	22	27.75

CHICAGO, SAINT PAUL AND MILWAUKEE RAILWAY.

Articles.	To Chicago from--								
	Saint Paul (409 miles).	La Crosse (280 miles).	Portage (176 miles).	Milwaukee (85 miles).	Racine (62 miles).	Council Bluffs (487 miles).	Marion (227 miles).	Lanark (117 miles).	Elgin (36 miles).
Corn:									
C. L .....per 100 lbs.	$0 20	$0 16	$0 16	$0 04	$0 08	$0 25	$0 15	$0 10.75	$0 06.9
L. C. L.........do...	30	30	30	07	10	30	35	22	14
Wheat:									
C. L .... do...	25	20	16	04	08	30	20	11.8	07.7
L. C. L.........do...	30	30	30	07	10	30	35	22	14
Rye:									
C. L ....do...	20	16	16	04	08	25	15	10.75	06.9
L. C. L.........do...	30	30	30	07	10	30	35	22	14
Barley:									
C. L .... do...	20	15	16	04	08	25	15	10.75	06.9
L. C. L .. .... do...	30	30	30	07	10	30	35	22	14
Oats:									
C. L ....do...	20	16	16	04	08	25	15	10.75	06.9
L. C. L..... .. do...	30	30	30	07	10	30	35	22	14
Hay:									
C. L ....do...	15	15	14	06	08	20	20	13.2	05.4
L. C. L.........do...	75	70	50	15	20	45	70	45.5	28
Potatoes:									
C. L ....do...	25	20	16	07	08	30	15	11.8	07.7
L. C. L.........do...	30	30	30	07	10	30	35	22	14
Apples:									
C. L ....bbl.	45	45	31	10	19	40	52½	19.8	13.5
L. C. L.........do ..	60	60	52½	15	19	90	67½	33	21

CHICAGO. SAINT PAUL, MINNEAPOLIS & OMAHA RAILWAY.

Articles.	To Chicago from—	
	St. Paul, (410 miles).	Eau Claire, (322 miles).
Corn:		
C. L ....per 100 lbs..	$0 20	$0 28
L. C. L....do......	30	40
Wheat:		
C. L ....do......	25	28
L. C. L....do......	30	40
Rye:		
C. L ....do......	20	28
L. C. L....do......	30	40
Barley:		
C. L.... do......	20	28
L. C. L....do......	30	40
Oats:		
C. L ....do......	20	28
L. C. L....do......	30	40
Hay:		
C. L ....do......	15	21½
L. C. L....do......	75	80
Potatoes:		
C. L ....do......	27	30
L. C. L....do	30	40
Apples:		
C. L....bbl..	45	60
L. C. L ....do...	60	82½

CHICAGO AND ALTON RAILROAD COMPANY.

Rates in effect February 1, 1883.

C. L.—Car-load. L. C. L.—Less than car-load. O. R.—Owner's risk.

Articles.	To Chicago, from—					
	Kansas City (489 miles).	East Saint Louis (280.4 miles).	Mexico (325.8 miles).	Jacksonville (215.7 miles).	Bloomington (126.5 miles).	Joliet (37.2 miles).
Wheat:						
C. L ....per 100 lbs..	$0 25	$0 10	$0 20	$0 15¾	$0 13	$0 8.7
L. C. L ....do....	30	15	25	26.8	22.4	14
Corn, rye, barley, oats, C. L ....do ...	20	10	20	14.4	11.9	7.9
Corn, rye, barley, oats, L. C. L ....do ...	30	15	25	26.8	22.4	14
Hay, baled:						
C. L ....per 100 lbs..	20	8	17	10.4	13.4	5.4
L. C. L ....do....	75	40	70	53.4	46	28
Potatoes, sacks or barrels:						
C. L ....per 100 lbs..	25	10	20	15¾	13	8.7
L. C. L ....do....	30	15	25	26.8	22.4	14
Apples:						
C. L. of 140 bbls ....per bbl..	40	22½	33	23.1	20.1	13½
L. C. L ....per 100 lbs..	60	20	25	26.8	22.4	14

FREIGHT RATES—RAILROAD COMPANIES.

THROUGH FREIGHT TARIFF—BALTIMORE AND OHIO RAILROAD.

Articles.	From Baltimore to—										
	Pittsburgh, Pa.	Sandusky, Ohio.	Newark, Ohio.	Columbus, Ohio.	Cincinnati, Ohio.	Indianapolis, Ind.	La Fayette, Ind.	Milford Junction, Ind.	Chicago, Ill.	Louisville, Ky.	East Saint Louis, Ill.
Agricultural implements, C. L., released ....per 100 lbs..	$0 17	$0 22	$0 25	$0 25	$0 29	$0 30	$0 31	$0 28	$0 32	$0 38	$0 39
Apples, green:											
O. R., L. C. L ....per 100 lbs..	35	46	52	52	62	63	66	60	67	75	81
O. R., C. L ....do....	23	29	33	33	38	40	41	37	42	49	51
Bacon, barrels or casks ....do ...	17	22	25	25	29	30	31	28	32	38	39
Beans, barrels ....do....	17	22	25	25	29	30	31	28	32	38	39
Beef, salted, casks ....do....	17	22	25	25	29	30	31	28	32	38	39
Butter ....do....	27	35	40	40	47	49	51	46	52	60	63
Cheese ....do....	27	35	40	40	47	49	51	46	52	60	63
Cotton, square bales ....do....	23	29	33	33	38	40	41	37	42	49	51
Fertilizers ....do....	17	22	25	25	29	30	31	28	32	38	39
Flour, barrels ....do....	17	22	25	25	29	30	31	28	32	38	39
Flour, bags ....do....	23	29	33	33	38	40	41	37	42	49	51
Grain ....do....	17	22	25	25	29	30	31	28	32	38	39
Guano ....do....	17	22	25	25	29	30	31	28	32	38	39
Hams, barrels or casks ....do....	17	22	25	25	29	30	31	28	32	38	39
Hides, dry, loose ....do....	35	46	52	52	62	63	66	60	67	75	81
Hides, bales ....do....	27	35	40	40	47	49	51	46	52	60	63
Hides, green, in bundles ....do....	17	22	25	25	29	30	31	28	32	38	39
Hops ....do....	27	35	40	40	47	49	51	46	52	60	63
Horses, at estimated weight, as follows:											
One horse, man in charge, 3,000 pounds ....per 100 lbs..	70	92	1 04	1 04	1 24	1 26	1 32	1 20	1 34	1 50	1 62
Two horses, man in charge, 5,000 pounds ....per 100 lbs..	70	92	1 04	1 04	1 24	1 26	1 32	1 20	1 34	1 50	1 62

Articles.	From Baltimore to—										
	Pittsburgh, Pa.	Sandusky, Ohio.	Newark, Ohio.	Columbus, Ohio.	Cincinnati, Ohio.	Indianapolis, Ind.	La Fayette, Ind.	Milford Junction, Ind.	Chicago, Ill.	Louisville, Ky.	East Saint Louis, Ill.
Three horses and upwards, man in charge, 16,000 pounds.....per 100 lbs.	35	46	52	52	62	63	66	60	67	75	81
Lard, tierces or barrels..........do....	17	22	25	25	29	30	31	28	32	38	39
Meal, barrels ....do....	17	22	25	25	29	30	31	28	32	38	39
Meal, sacks.................... do....	23	29	33	33	38	40	41	37	42	49	51
Pork, salted, barrels ....do....	17	22	25	25	29	30	31	28	32	38	39
Potatoes, L. C. L................do ...	23	29	33	33	38	40	41	37	42	49	51
Potatoes, C. L...................do....	17	22	25	25	29	30	31	28	32	38	39
Rice ....do....	17	22	25	25	29	30	31	28	32	38	39
Salt, bags or barrels............do....	17	22	25	25	29	30	31	28	32	38	39
Tobacco, hogsheads, unmanufactured...................per 100 lbs..	23	29	33	33	38	40	41	37	42	49	51
Wool, domestic, sacks...........do....	52½	69	78	78	93	94½	99	90	1 00½	1 12½	1 21½
Wool, foreign, pressed..........do....	23	29	33	33	38	40	41	37	42	49	51

FREIGHT RATES—RAILROAD COMPANIES.

BALTIMORE AND OHIO RAILROAD COMPANY.

Through freight tariff to Baltimore, Md., and Washington, D. C.

[In cents per 100 pounds.]

From—	First class.	Second class.	Third class.	Fourth class.	Fifth class.	Sixth class.	Seventh class.	Eighth class.	Ninth class.	Tenth class.	Dressed beef, also dressed hogs, ordinary cars.	Dressed hogs, refrigerator cars.	Leaf tobacco.	Cattle, horses, mules.	Sheep.	Live hogs.
Chicago, Ill	97	82	67	57	47	42	32	27	37	32	61	66	....	57	57	32
Milford Junction, Ind	92	77½	63½	54	44½	39½	30	25½	35	30	58	63	....	54	54	30
Auburn Junction, Ind	87	73½	60	51	42	37½	28½	24	33	28½	54½	59½	....	51	51	28½
Defiance, Ohio	82	69	56½	48	39½	35	26½	22½	31	26½	51½	56½	....	48	48	26½
Fostoria, Ohio	72½	61	50	42½	34½	31	23½	19½	27	23½	45	50	....	42½	42½	23½
Sandusky, Ohio	72½	61	50	42½	34½	31	23½	19½	27	23½	45	50	....	42½	42½	23½
Shelby Junction, Ohio	72	60½	49½	42	34½	30½	23	19½	27	23	45	50	....	42	42	23
Independence, Ohio	73½	62	50½	43	35	31½	24	20	27½	24	46	51	....	43	43	24
Mount Vernon, Ohio	73½	62	50½	43	35	31½	24	20	27½	24	46	51	....	43	43	24
Columbus, Ohio	74	62½	51	43	35½	31½	24	20	28	24	46½	51½	40	43	43	24
Shawnee, Ohio	76	65	53	45	37	33	24½	20½	28	24½	46½	31½	....	44	44	24½
Newark, Ohio	71	60	49	41½	34	30½	23	19	26½	23	44	49	40	41½	41½	23
Zanesville, Ohio	71	60	49	41½	34	30½	23	19	26½	23	44	49	40	41½	41½	23
Barnesville, Ohio	71	60	49	41½	34	30½	23	19	26½	23	44	49	40	36	38½	23
Belmont, Ohio	71	60	49	41½	34	30½	23	19	26½	23	44	49	40	34	36½	23

Class 1. Agricultural implements, L. C. L.; fruit, green, N. O. S.; honey in glass; melons, O. R., P. P., L. C. L.; nuts in sacks, N. O. S.; poultry, live, in coops or crates, C. L.

Class 2. Cotton planters, K. D., packed; hay knives; hides, dry, pressed in bales, L. C. L.; hops; machinery, boxed, L. C. L.; meats, fresh, O. R.; molasses, O. R. leakage; pork and beef tenderloin, O. R.; scythes in bundles; seed, N. O. S.; skins, sheep. and others, in bundles, N. O. S., L. C. L.; wool and wool waste.

Class 3. Bee comb, boxed; butter; cotton presses and gins; eggs, actual weight, O. R.; hay, pressed in bales, L. C. L.; hides, dry, pressed in bales, C. L.; honey, in barrels or casks; molasses in cans, boxed; potatoes, sweet, in barrels, O. R., P. P., L. C. L.; garden seed, L. C. L.; skins, sheep, and others, C. L.; tongues, smoked, kegs or boxes.

Class 4. Cheese, in boxes or casks; fruit, dried, L. C. L.; seed, clover, timothy, red-top, hemp, Hungarian, millet, L. C. L.

Class 5. Seed, clover, timothy, or red-top, C. L.

Class 6. Agricultural implements, C. L.: beans, L. C. L.; fertilizers in packages, L. C. L.; fruit, dried, C. L.; guano, in packages, L. C. L.; hay, pressed. K. D.; hides, beef and calf skins, green, in bundles, L. C. L.; molasses, in wood, O. R. leakage; potatoes, in bags or barrels, O. R., P. P., L. C. L.; potatoes, sweet, in barrels, O. R., P. P., C. L.; Rice salt, table, in boxes or bags, or common, in barrels, L. C. L.; garden seed, C. L.; sugar.

Class 7. Apples, green, less than 140 barrels; bacon, packed; beans, C. L.; beef, in barrels or tierces; flour, less than 125 barrels; hides, beef and calf skins, green, in bundles, C. L.; lard; lime, in barrels, L. C. L.; pork, pickled, in barrels; potatoes, O. R., P. P., C. L.

Class 8. Apples, green, car-load of 140 barrels; fertilizers, C. L.; flour, in barrels, 125 barrels and over; guano, C. L.; hay, pressed in bales, C. L.; lime, C. L.; meal, in bulk. C. L.; seed, flax; cotton, or rape, C. L.

Class 9. Apples, in bulk, C. L., O R., P. P.; meats, salted, in bulk, C. L.

Class 10. Lumber, logs, and timber, not over 27 feet long, C. L.; salt, C. L.

Note.—To ascertain the rates to Philadelphia, add to Baltimore rates 1 cent per 100 pounds; for rates to New York, add to Baltimore rates 3 cents per 100 pounds; for rates to Boston, add to Baltimore rates 13 cents per 100 pounds on first and second classes, and 8 cents per 100 pounds on the remainder of the classes.

C. L., car-load; L. C. L., less than car-load; O. R., owner's risk; C. R., carrier's risk; P. P., prepaid; K. D., knocked down; N. O. S., not otherwise specified.

FREIGHT RATES—RAILROAD COMPANIES.

PENNSYLVANIA COMPANY.

Articles.	Chicago to—					East Saint Louis to—					Indianapolis to—					Cincinnati to—				
	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.
Agricultural implements (C. L.)* .. per 100 lbs	$0 50	$0 45	$0 43	$0 42	$0 42	$0 57	$0 52	$0 50	$0 49	$0 49	$0 47	$0 42	$0 40	$0 39	$0 39	$0 44	$0 39	$0 37	$0 36	$0 36
Apples (O. R. of freezing or decay, C. L. 140 barrels, estimated weight 150 pounds per barrel) .... per bbl	70	60	56	54	54	80	70	66	64	64	66	56	52	50	50	62	52	48	46	46
Apples (O. R. of freezing and decay, L. C. L., estimated weight 200 pounds per barrel), per 100 lbs	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Bacon, in boxes or casks .... per 100 lbs	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Beans (C. L.) .... do	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Beef, salted, in barrels, 320 pounds per barrel .... per 100 lbs	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Butter (O. R.) .... do	75	70	68	67	67	86	81	79	78	78	70	65	63	62	62	66	61	59	58	58
Cheese, in boxes or casks .... do	65	60	58	57	57	74½	69½	67½	66½	66½	61	56	54	53	53	57	52	50	49	49
Coal (S. R.) .... do	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Cotton, in bales, compressed .... do	......	......	......	......		50	45	43	42	42	......	......	......	......	......	47	42	40	39	39
Eggs, cases or barrels .... do	75	70	68	67	67	86	81	79	78	78	70	65	63	62	62	66	61	59	58	58
Fertilizers (C. L.) .... do	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	26	24	23	23
Fertilizers (L. C. L.) in packages .... do	50	45	43	42	42	57	52	50	49	49	47	42	40	39	39	44	39	37	36	36
Flour (C. L. 125 barrels) .... per barrel	70	60	56	54	54	80	70	66	64	64	66	56	52	50	50	62	52	48	46	46
Grain, in bags (L. C. L.) .... per 100 lbs	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Grain, in bulk (C. L. 24,000 lbs.) .... do	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	26	24	23	23
Guano, in bags (L. C. L.) .... do	50	45	43	42	42	57	52	50	49	49	47	42	40	39	39	44	39	37	36	36
Guano, in bags (C. L.) .... do	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	26	24	23	23
Hams, in boxes or barrels .... do	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Hay, in bales (C. L.) .... do	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	26	24	23	23
Hay, in bales (L. C. L.) .... do	75	70	68	67	67	86	81	79	78	78	70	65	63	62	62	66	61	59	58	58
Hides, dry, loose .... do	1 65	1 50	1 47	1 45½	1 45½	1 89	1 74	1 71	1 69½	1 69½	1 54½	1 39½	1 36½	1 35	1 35	1 45½	1 30½	1 27½	1 26	1 26
Hides, dry, in bales, minimum weight 12,000 pounds .... per 100 lbs	75	70	68	67	67	86	81	79	78	78	70	65	63	62	62	66	61	59	58	58
Hides, green, in bundles .... do	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Hogs, dressed (O. R., C. L.)† .... do	64	64	62	61	61	74	74	72	71	71	......	......	......	..	......	55½	55½	53½	52½	52½
Hops .... do	95	85	83	82	82	1 08½	98½	96½	95½	95½	89	79	77	76	76	84	74	72	71	71
Lard .... do	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Lime, in casks (L. C. L.) .... do	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Lime, in casks (C. L.) .... do	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	25	24	23	23

Lumber (C. L.) ....do....	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Meal, in bags or barrels (C. L.) ....do....	35	30	28	27	27	40	35	33	32	32	33	28	26	25	25	31	26	24	23	23
Mowing machines........................do....	1 10	1 00	98	97	97	1 26	1 16	1 14	1 13	1 13	1 03	93	91	90	90	97	87	85	84	84
Pork, salted, in bulk (C. L.)..............do....	45	40	38	37	37	51½	46½	44½	43½	43½	42	37	35	34	34	40	35	33	32	32
Potatoes, common, in bags or barrels (O. R. frost and decay), prepaid ...... per 100 lbs..	50	45	43	42	42	57	52	50	49	49	47	42	40	39	39	44	39	37	36	36
Potatoes, common (C. L., O. R. frost and decay), prepaid.................per 100 lbs..	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Potatoes, sweet (L. C. L., O. R.), prepaid.do....	75	70	68	67	67	86	81	79	78	78	70	65	63	62	62	66	61	59	58	58
Poultry, alive, in boxes or coops .... do ..	1 10	1 00	98	97	97	1 26	1 16	1 14	1 13	1 13	1 03	93	91	90	90	97	87	85	84	84
Poultry, dressed, in boxes or barrels (O. R.), per 100 lbs................................	95	85	83	82	82	1 08½	98½	96½	95½	95½	89	79	77	76	76	84	74	72	71	71
Rice, in tierces.....................per 100 lbs..	50	45	43	42	42	57	52	50	49	49	47	42	40	39	39	44	39	37	36	36
Salt, in sacks ....do....	50	45	43	42	42	57	52	50	49	49	47	42	40	39	39	44	39	37	36	36
Salt, in sacks (C. L.) .... do....	40	35	33	32	32	45½	40½	38½	37½	37½	37½	32½	30½	29½	29½	35½	30½	28½	27½	27½
Tobacco, unmanufactured, in hogsheads do	42½	37½	35½	34½	34½	48½	43½	41½	40½	40½	39	34	32	31	31	37	32	30	29	29
Wool, in sacks.......................... do ...	95	85	83	82	82	1 08½	98½	96½	95½	95½	89	79	77	76	76	84	74	72	71	71
Wool, pressed, in bales.................. do ...	95	85	83	82	82	1 08½	98½	96½	95½	95½	89	79	77	76	76	84	74	72	71	71
Horses (C. L.)‡ ....do ..	60	60	58	57	......	65	65	63	62	62	56	56	54	53	53	52	52	50	49	49
Mules (C. L.)‡............................do ..	60	60	58	57	......	65	65	63	62	62	56	56	54	53	53	52	52	50	49	49
Sheep (C. L.)‡ .... do....	60	60	58	57	......	65	65	63	62	62	56	56	54	53	53	52	52	50	49	49
Cattle (C. L.)‡ ....do....	60	60	58	57	......	65	65	63	62	62	56	56	54	53	53	52	52	50	49	49
Hogs, live (C. L.)‡ ....do....	35	35	33	32	......	40	40	38	37	37	32½	32½	30½	29½	29½	30½	30½	28½	27½	27½

* Except thrashers, clover-hullers, and grain-cradles.

† Dressed hogs in refrigerator cars, 5 cents higher.

‡ Rates on live stock to New York City only cover delivery at Jersey City.

O. R.—Owner's risk. C. L.—Car-load. L. C. L.—Less than car-load. S. R.—Special rate.

FREIGHT RATES—RAILROAD COMPANIES.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD.

Articles.	New York to—										New York from—									
	Middletown.	Binghamton.	Elmira.	Buffalo.	Cleveland.	Toledo.	Detroit.	Chicago.	Milwaukee.	East Saint Louis.	Middletown.	Binghamton.	Elmira.	Buffalo.	Cleveland.	Toledo.	Detroit.	Chicago.	Milwaukee.	East Saint Louis.
Apples (C. L.) .... per 100 lbs..	$0 15	$0 23	$0 23	$0 26	$0 30	$0 35	$0 32	$0 45	$0 45	$0 54	$0 15	$0 30	$0 30	$0 30	$0 21	$0 22½	$0 22½	$0 30	$0 30	$0 55
Apples (L. C. L.) .... do....	16	40	40	43	49	58	53	75	75	89	16	45	45	45	24½	26½	26½	35	35	40½
Bacon, in boxes (L. C. L.) .... do....	10	18	18	20	23	27	25	35	35	42	10	15	15	18	24½	26½	26½	35	35	40½
Beef, salted in barrels (L. C. L.) ..... do....	10	18	18	20	23	27	25	35	35	42	10	15	15	18	24½	26½	26½	35	35	40½
Butter, in tubs or firkins (L. C. L.) ...... do....	16	32	32	35	39	46	42	60	60	71	16	40	40	35	49	53	53	70	70	81
Butter, in tubs or firkins (C. L.) .... do....	16	32	32	35	39	46	42	60	60	71	16	40	40	35	49	53	53	70	70	81
Cheese, in boxes or casks (L. C. L.). .. do....	16	32	32	35	39	46	42	60	60	71	16	25	25	25	42	45½	45½	60	60	69½
Cheese, in boxes or casks (C. L.) ... do ...	10	32	32	35	39	46	42	60	60	71	10	25	25	25	42	45½	45½	60	60	69½
Fertilizers, in bags or barrels (C. L.).... do....	10	18	18	20	23	27	25	35	35	42	10	15	15	15	24½	26½	26½	35	35	40½
Fertilizers, in bags or barrels (L. C. L.) do....	10	18	18	20	23	27	25	35	35	42	10	15	15	22½	31½	34	34	45	45	52
Flour, in bags (C. L.) .... do....	10	23	23	26	30	35	32	45	45	54	10	15	15	15	21	22½	22½	30	30	35
Flour, in barrels (L. C. L.) .... do ..	10	18	18	20	23	27	25	35	35	42	10	15	15	18	24½	26½	26½	35	35	40½
Hay, pressed, in bales (C. L.) ...... do....	10	Not shipped west.									10	15	15	15	21	22½	22½	30	30	35
Hay, pressed, in bales (L. C. L.) ...... do...	30	Not shipped west.									30	55	55	35	49	53	53	70	70	81
Lard, in tierces .... do ..	10	18	18	20	23	27	25	35	35	42	10	15	15	18	24½	26½	26½	35	35	40½
Lumber (C. L.) .... do....	10	18	18	20	23	27	25	35	35	42	10	15	15	17½	24½	26½	26½	35	35	40½
Lumber (L. C. L.) .... do ..	10	18	18	20	23	27	25	35	35	42	10	15	15	22½	31½	34	34	45	45	52
Pork, salted, in barrels .... do	10	18	18	20	23	27	25	35	35	42	10	15	15	18	24½	26½	26½	35	35	40½
Potatoes, in sacks or barrels (O. R., P. P., L. C. L.) .... per 100 lbs..	10	23	23	26	30	35	32	45	45	54	10	15	15	18	31½	34	34	45	45	52
Potatoes, in sacks or barrels (O. R., P. P., C. L.) .... per 100 lbs..	10	18	18	20	23	27	25	35	35	42	10	15	15	22½	24½	26½	26½	35	35	40½
Salt, table, in boxes .... do	10	18	18	20	23	27	25	35	35	42	10	15	15	22½	31½	34	34	45	45	52
Salt, table, in bags or barrels (C. L.)... do....	10	18	18	20	23	27	25	35	35	42	10	12½	12½	17½	24½	26½	26½	35	35	40½
Wool, in bales or bags, not pressed .... do ...	30	60	60	65	74	87	80	1 13	1 13	1 34	30			42½						
Wool, in bales or bags, pressed (C. L.) .. do ...	13	23	23	26	30	35	32	45	45	54	13	55	55	30	42	45½	45½	60	60	69½
Cotton, pressed (C. L.) .... do....	10	23	23	26	30	35	32	45	45	54	10	15	15							60
Cattle (C. L.) .... do....	*20 00	40	40	43	49	58	53	75	75	89	*20 00	*25 00	*25 00	30	42	$45\frac{3}{10}$	$45\frac{3}{10}$	60	$60\frac{3}{10}$	65
Horses (C. L.) .... do....	*20 00	40	40	43	49	58	53	75	75	89	*20 00	*55 00	*55 00	30	42	$45\frac{3}{10}$	$45\frac{3}{10}$	60	$60\frac{3}{10}$	65
Sheep (S. D., C. L.) .... do....	*20 00	40	40	43	49	58	53	75	75	89	*20 00	*25 00	*25 00	32½	42	$45\frac{3}{10}$	$45\frac{3}{10}$	60	$60\frac{3}{10}$	65
Sheep (D. D., C. L.) .... do....	*20 00										*20 00	*25 00	*25 00	32½	42	$45\frac{3}{10}$	$45\frac{3}{10}$	60	$60\frac{3}{10}$	65
Live hogs (S. D., C. L.) .... do....	*20 00	40	40	43	49	58	53	75	75	89	*20 00	*30 00	*30 00	20	24½	$26\frac{43}{100}$	$26\frac{43}{100}$	35	$35\frac{18}{100}$	40

Live hogs (D. D., C. L.) ....do....	*20 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	*20 00	*30 00	*30 00	20	24½	$26\frac{43}{100}$	$26\frac{43}{100}$	35	$35\frac{18}{100}$	40
Dressed hogs (C. L.) ....do....	*20 00	18	18	20	23	27	25	35	35	42	*†32 00	*†40 00	*†40 00	†32	†$44\frac{8}{10}$	†$48\frac{32}{100}$	†$48\frac{32}{100}$	†64	†$64\frac{32}{100}$	†69
Wheat (C. L.) ....do ...	*32 00	18	18	20	23	27	25	35	35	42	10	12½	12½	15	21	22½	22½	30	30	35
Wheat, in bags (L. C. L.) ....do ...	10	18	18	20	23	27	25	35	35	42	10	12½	12½	15	24½	26½	26½	35	35	40½
Corn, rye, barley, and oats (C. L.) ....do....	10	18	18	20	23	27	25	35	35	42	10	12½	12½	15	21	22½	22½	30	30	35
Corn, rye, barley, and oats, in bags (L. C. L.) ....per 100 lbs..	10	18	18	20	23	27	25	35	35	42	10	12½	12½	15	24½	26½	26½	35	35	40½

* Per car-load. † Ordinary cars.

C. L.—Car-load. L. C. L.—Less than car-load. O. R.—Owner's risk. P. P.—Prepaid. S. D.—Single deck. D. D.—Double deck.

FREIGHT RATES—RAILROAD COMPANIES.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

West bound rates.

Articles.	New York to—							
	Pittsburgh.	Rochester.	Buffalo.	Dunkirk.	Cleveland.	Toledo.	Cincinnati.	Chicago.
Agricultural articles (C. L.) released..per 100 lbs..	$0 20	$0 18	$0 20	$0 20	$0 23	$0 27	$0 32	$0 35
Apples, green:								
(O. R) ....do....	43	40	43	43	49	58	70	75
(O. R.) (C. L.) ....do....	26	23	26	26	30	35	41	45
Bacon, in barrels or casks ....do....	20	18	20	20	23	27	32	35
Beans, in barrels ....do....	20	18	20	20	23	27	32	35
Beef, salted ....do....	20	18	20	20	23	27	32	35
Butter ....do....	35	32	35	35	39	46	55	60
Cheese ....do....	35	32	35	35	39	46	55	60
Cotton, square bales ....do....	26	23	26	26	30	35	41	45
Fertilizers ....do....	20	18	20	20	23	27	32	35
Grain ....do....	20	18	20	20	23	27	32	35
Guano ....do....	20	18	20	20	23	27	32	35
Hams, in barrels or casks ....do....	20	18	20	20	23	27	32	35
Hides:								
Dry, loose ....do....	43	40	43	43	49	58	70	75
Bales ....do...	35	32	35	35	39	46	55	60
Green, in bundles ....do....	20	18	20	20	23	27	32	35
Hops ....do...	35	32	35	35	39	46	55	60
Lard, in tierces or barrels ....do....	20	18	20	20	23	27	32	35
Meal:								
In barrels ....do....	20	18	20	20	23	27	32	35
In sacks ....do....	26	23	26	26	30	35	41	45
Pork, salted, in barrels ....do....	20	18	20	20	23	27	32	35
Potatoes:								
(O. R.) (C. L) ....do....	20	18	20	20	23	27	32	35
(O. R.) (L. C. L.) ....do....	26	23	26	26	30	35	41	45
Rice ....do....	20	18	20	20	23	27	32	35
Salt, in bags or barrels ....do....	20	18	20	20	23	27	32	35
Tobacco, in hogsheads, unmanufactured ....do....	26	23	26	26	30	35	41	45
Wool:								
Domestic, in sacks ....do....	64½	60	64½	64½	73½	87	1 05	1 12½
Foreign, pressed ....do....	26	23	26	26	30	35	41	45
Horses:								
One, man in charge, 3,000 pounds ....do....	86	80	86	86	98	1 16	1 40	1 50
Two, man in charge, 5,000 pounds ....do....	86	80	86	86	98	1 16	1 40	1 50
Three and over, men in charge, 16,000 pounds, per 100 lbs	43	40	43	43	49	58	70	75

20,000 pounds will constitute a car load, unless otherwise specified.
C. L.—Car load. L. C. L.—Less than car load. O. R.—Owner's risk.

FREIGHT RATES—RAILROAD COMPANIES.

GRAND TRUNK RAILWAY.

Articles.	Portland to—		To Portland from—		Boston to—		To Boston from—	
	Detroit (861 miles).	Chicago (1,145 miles).	Detroit (861 miles).	Chicago (1,145 miles).	Detroit.	Chicago.	Detroit.	Chicago.
Apples (C. L.) per 100 lbs	$0 32	$0 45	$0 27½	$0 35	$0 32	$0 45	$0 27½	$0 35
(L. C. L.) do	53	75	31½	40	53	75	31½	40
Bacon, in boxes (L. C. L.) do	25	35	31½	40	25	35	31½	40
Beef, salted, in barrels (L. C. L.) do	25	35	31½	40	25	35	31½	40
Butter, in tubs and firkins (L. C. L.) do	42	60	58	75	42	60	58	75
(C. L.) do	42	60	58	75	42	60	58	75
Cheese, in boxes or casks (L. C. L.) do	42	60	50½	65	42	60	50½	65
(C.L.) do	42	60	50½	65	42	60	50½	65
Fertilizers, in bags or barrels (C. L.) do	25	35	27½	35	25	35	27½	35
(L. C. L.) do	25	35	39	50	25	35	39	50
Flour, in bags or barrels (C. L.) do	25	35	27½	35	25	35	27½	35
(L. C. L.) do	25	35	31½	40	25	35	31½	40
Hay, pressed, in bales (C. L.) do	......	......	27½	35	......	......	27½	35
(L. C. L.) do	......	......	58	75	......	......	58	75
Lard, in tierces do	25	35	31½	40	25	35	31½	40
Lumber, sawed (pine and oak) (C. L.) do	25	35	31½	40	25	35	31½	40
Lumber (L. C. L.) do	25	35	39	50	25	35	39	50
Pork, salted, in barrels do	25	35	31½	40	25	35	31½	40
Potatoes, in sacks or barrels (O.R.); (P.P.); (L. C. L.) per 100 lbs	32	45	39	50	32	45	39	50
Potatoes, in sacks or barrels (O.R.); (P.P.); (C. L.) per 100 lbs	25	35	31½	40	25	35	31½	40
Salt, table, in boxes do	......	......	39	50	......	......	39	50
Salt, table, in bags (C.L.) do	25	35	......	......	25	35	......	......
Wool, in bales, foreign pressed do	32	45	42½	55	32	45	42½	55
Cotton, pressed (C. L.) do	32	45	......	......	32	45	......	......
Live stock (C. L.) do	53	75	......	......	53	75	......	......
Grain (C. L.) do	......	......	27½	35	......	......	27½	35
(L. C. L.) do	......	......	31½	40	......	......	31½	40

C. L.—Car-load. L. C. L.—Less than car-load. O. R.—Owner's risk. P. P.—Prepaid.

FREIGHT RATES—RAILROAD COMPANIES.

BOSTON AND ALBANY RAILROAD.

Articles.	Between Boston and—						
	Worcester, 44 miles.	Springfield, 98 miles.	Enfield, — miles.	Westfield, 108 miles.	Pittsfield, 150 miles.	Chatham, 177 miles.	East Albany, — miles.
Apples (O. R.) freezing (C. L.)...per 100 lbs.	$0 09	$0 14	$0 18	$0 15	$0 20	$0 23	$ 25
Apples, freezing ....do....	11	17	22	19	24	27	30
Bacon, in boxes or casks....do....	11	17	22	19	24	27	30
Beef, salted....do....	9	14	18	15	20	23	25
Butter (O. R)....do....	12	20	25	21	28	32	35
Cheese, in boxes or casks....do....	12	20	25	21	28	32	35
Cheese, loose (O. R)....do....	24	40	50	42	56	64	70
Fertilizers (C. L.)*....do....	7	12	15	13	16	18	20
Fertilizers....do....	9	14	18	15	20	23	25
Flour, 200 pounds per barrel....do....	9	14	18	15	20	23	25
Flour (C. L.)*....do....	7	12	15	13	16	18	20
Hay and straw (C. L.)....do....	7	12	15	13	16	18	20
Lard....do....	9	14	18	15	20	23	25
Lumber (C. L)*....do....	7	12	15	13	16	18	20
Pork, salted....do....	9	14	18	15	20	23	25
Potatoes, common (O. R.), freezing...do....	11	17	22	19	24	27	30
Potatoes, common freezing (C. L)* ...do....	9	14	18	15	20	23	25
Salt:							
In small boxes or bags....do....	12	20	25	21	28	32	35
Coarse in hhds., bbls., or sacks...do....	9	14	18	15	20	23	25
(C. L)....do...	7	12	15	13	16	18	20
Wool:							
In sacks....do....	12	20	25	21	28	32	35
Pressed in bales....do....	9	14	18	15	20	23	25
Live stock (C. L)....do....	9	14	18	15	20	23	25
Hogs, dressed....do....	12	20	25	21	28	32	35
Grain (C. L.)*....do....	7	12	15	13	16	18	20
Grain, in boxes or barrels....do....	9	14	18	15	20	23	25

* Owner's expense of loading and unloading,